CA4 ON HBL A05
C51T6
1999

URBAN
MUNICIPAL

AGENDAS/MINUTES
TRANSPORT & ENVIRONMENT
COMMITTEE

JAN. 18, 1999 ...

URBAN MUNICIPAL

CA4 ON HBL A05
C51T6
1999

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

URBAN MUNICIPAL

JAN 19 1999

GOVERNMENT DOCUMENTS

Monday, 1999 January 18th
9:30 o'clock a.m.
Room 233, City Hall

Carolyn Biggs

Carolyn Biggs, Acting Secretary
Transport and Environment Committee

AGENDA

1. **CONSENT AGENDA**

2. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (a) **PUBLIC WORKS DIVISION**

   (i) Rationalization of Regional Road System

   (ii) 1999 Proposed Road and Sidewalk Capital Improvement Programme

   (iii) User Fee for Driveway Approach Ramp Installation

   (iv) Restore the Core – Downtown Hamilton Improvement Plan
   1999-2008 Provision Capital Budget Submission

   (v) Proposed Roadway Alteration of Hess Street South between King and Jackson Streets and George Street from Hess Street South to approximately 65 m Easterly

   (vi) Vendor Program for Selected Street Locations
   Authority to Issue request for Proposals

   (b) **TRAFFIC DIVISION**

   (i) Intersection of Munn Street and East 33rd Street

   (ii) Intersection of Mount Pleasant Drive and Templemead Drive

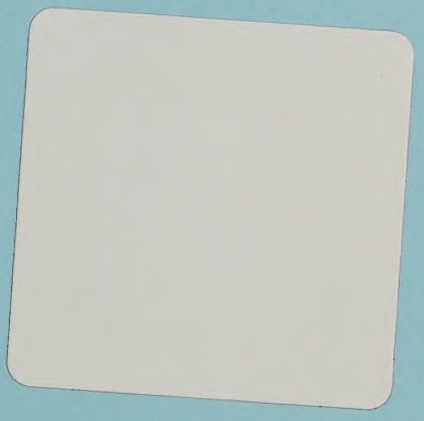
The Urban Municipal Collection
2nd Floor
Hamilton Public Library

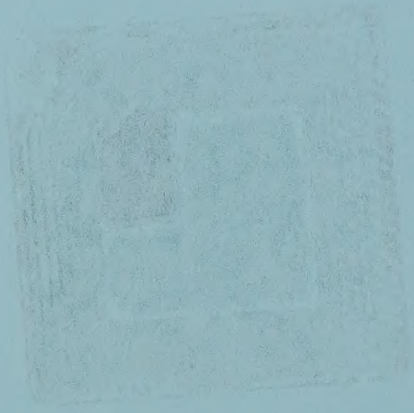
3. **OTHER BUSINESS**

(a) Correspondence – Region of Hamilton Wentworth
Letter of Agreement for Compliance Programme – Taro Aggregates Ltd.

(b) Correspondence – City Council
Placement of Utility Wires and Cables Underground

4. **ADJOURNMENT**





CITY OF HAMILTON

2(a)(i)

- RECOMMENDATION -

DATE: 1998 January 6
File No. TEC-024-99 / Author: H. Solomon

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Rationalization of Regional Road System

RECOMMENDATIONS:

a) That the City of Hamilton indicate to the Regional Municipality of Hamilton-Wentworth that it endorses the basic concept of transfer of roadways from Regional jurisdiction to City of Hamilton jurisdiction as per reports RDS97117a and RDS97117b; and

b) That the Regional Municipality of Hamilton-Wentworth be requested as part of the road rationalization not to transfer the roads listed on Appendix B, accompanying this report; and

c) That the Regional Municipality of Hamilton-Wentworth be requested as part of the road rationalization to retain Fennell Avenue from Garth Street to Upper Ottawa Street as a Regional road and transfer instead Concession Street from the Jolley Cut to Upper Ottawa Street, and that the appropriate changes in transfers be made to Upper Wellington Street, Upper Wentworth Street, Upper Gage Street and Upper Ottawa Street to ensure a continuous Regional road system; and

d) That the Regional Municipality of Hamilton-Wentworth be requested to identify the net capital cost and maintenance cost of roads to be transferred to the City of Hamilton which is currently being charged to the City in the form of a Regional levy; and

e) That the Region be requested to confirm as part of the roads rationalization, that outstanding works will be completed by the Region, using funding as approved by the Region.

Dlobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial

Several different versions of the proposal have been considered by the Region, with different groups of roads to be transferred to the City and other area municipalities. While the benefits vary, all proposals provide a better situation for the City of Hamilton taxpayer than the present situation.

Assuming today's level of service, the overall annual reduction to the City of Hamilton taxpayers would be between $ 480,000 and approximately $ 900,000, depending on the scenario chosen by Regional Council.

The figures above are for a complete year. As the proposed transfer date is 1999 March 31, changes for 1999 would be about 60% of the annual figure. The remainder of the savings would be realized in 2000.

Legal

Under the Regional Municipalities Act, the Region has unilateral authority to transfer roads. While we trust the Region will give consideration to the City's comments, the Region has the final say in the matter.
All of the traffic and other by-laws associated with transferred roads will have to be deleted from the Regional by-laws and added to the City of Hamilton by-laws. The intent would be to maintain the existing regulations as shown on the street and merely transfer the legislation.

Staffing

As the City is currently the contractor for all Regional road maintenance inside the City of Hamilton boundaries, there will be no immediate effect on Public Works and Traffic, Streets Division staff.

Outside the City of Hamilton, the Traffic Division of the Department of Public Works and Traffic is the Region's traffic services contractor in all areas of the Region with the exception of Stoney Creek. The transfer of approximately 40 percent of Regional roads outside Hamilton back to the respective area municipalities will reduce the demand for Traffic Division services. In some cases, the area municipality has indicated that they will contract directly with the Traffic Division for the provision of the same services. A loss of work may result in staff reductions.

BACKGROUND:

A. Initiation of the Rationalization

At the 1998 November 2 meeting of the Transport and Environment Committee, Regional report RDS97117a was forwarded to the City of Hamilton for consideration. This report proposed a transfer of approximately 104 kilometres (338 lane-kilometres) of Regional roads within the City of Hamilton to City of Hamilton jurisdiction. The report

explained the rationale and financial detail for this recommendation. The Regional request was referred to staff for review and comment.

The impetus for the transfer of roadways from the Region to the City is the rationalization of the Regional road network as recommended in the Regional Transportation Review. The Region has developed specific criteria for Regional roads which, in general terms, imply that they are to be major roads connecting population nodes or connecting population centers in Hamilton-Wentworth to the provincial highway system. Roads which do not conform to this description are to be transferred back to the local municipality.

In response to the Region's request, report TEC-303-98 was prepared for the Transport and Environment Committee meeting of November 30. Committee discussed the report and then tabled it in order that additional information could be presented. The Committee was concerned about the proposed classification of several mountain arterials as City streets. The Committee was also concerned about the long term capital costs associated with the transferred roads, and whether the transferred group has unusual maintenance needs.

Subsequent to the November 30 Transport and Environment meeting, a report was prepared by Regional staff for the December 6 Transportation Services Committee meeting. The report proposed the basic program as previously discussed, but modified it significantly, retaining several major roads in Dundas, Flamborough and Stoney Creek. That report was tabled.

This report consolidates the information requested, the changes proposed to Transportation Services Committee and the information in the previous report.

B. Source of the Information

The Region has assisted by supplying present budget and expenditure estimates for the roads to be transferred. Based on these figures, and subject to the details described in this report, the effect of the transfer on the City taxpayers and the City budgets has been estimated.

C. Benefits to the City of the Transfer

There would appear to be three major benefits associated with the transfer. First, subject to the final details, there may be substantial savings in costs to the City of Hamilton taxpayer associated with the proposed program of changes. Second, City Council will have direct control over the maintenance level of service provided on a larger proportion of the major roadways in Hamilton. Third, some of the confusion that the general public encounters when trying to determine responsibility for various functions on the Regional road system is eliminated. For instance, on a Regional road, the pavement is under Regional responsibility but the sidewalks and street lighting are City responsibilities.

D. Level of Service

All of the calculations assume maintaining the existing level of service for maintenance and for long-term roadway rehabilitation. While, as noted below, the City has been receiving a more than fair share of capital improvement funding, this does not mean that the overall expenditure level is necessarily adequate to maintain the existing roadway quality in the long-term. In fact, a 1997 report to the Region's Committee of the Whole noted that the present spending level of $13.7 million per year on roads was well below the $20 million per year needed to maintain the road system at an acceptable level. The Committee of the Whole report proposed increasing the capital spending on roads over a 10 year term. The proposed transfer does not affect this position very much – whether the roads are City or Regional, the funding levels for rehabilitation will likely have to be increased to maintain roads at an adequate level of repair.

E. Suggested Revisions to the Proposed Network

Regional Council will have to approve the final transfer package. If Regional Council alters the package of roads to be transferred, the savings to the City of Hamilton taxpayer would change.

The original proposal for the roadways to be transferred to the City (and the two roads to be transferred from the City to the Region) are listed in Appendix A and shown on the map attached to this report. Originally, the Region suggested transferring approximately 350 lane-km of the City total of 923.

The roads suggested for transfer generally follow the Region's stated criteria. However, both the criteria, and its application, are open to discussion. One of the criteria is "continuity of the arterial road system". A number of the major roads scheduled for transfer from the Region to the City could be considered to meet this criterion. It is recommended that a number of major roads in Hamilton should **not** be transferred. Those roads are listed in Appendix B.

Also, the Region proposed Concession Street as the main east-west Regional road north of the LINC. Fennell Avenue is more appropriate for this purpose, and is recommended as a replacement, with the necessary changes to connections to other Regional roads.

F. Road Construction Needs

At the last Transport and Environment Committee meeting, the issue of the condition, or construction needs, of the transferred roads versus those to remain Regional, was queried. In the original proposal, roads transferred would have had 69.5% of the needs of all roads to be transferred. This can be compared to the City roads to be retained, which also had 69.5% of the needs of all roads to be retained. Thus, the original proposal was to transfer a group of roads with a very similar overall condition to those retained.

In the proposal in the latest Transportation Services report, roads transferred to Hamilton would have 70.6% of the needs of the total group of roads transferred versus roads retained at 67.6 % of the total.

The proposal recommended in this report would change the balance to favour the City. The City's proportion of needs from the transferred roads would be lower than the percentage of the needs of the City roads retained by the Region.

G. Financial Effects

There are two major components to road maintenance, capital expenditures for major road rehabilitation, and current expenditures for maintenance activities such as snow removal. The City contributes to the Region based on equalized assessment, and the Region distributes these funds to the various works.

In general, the fewer roads within Hamilton that are transferred from the Region to the City, the better the City taxpayer fares. Similarly, the more roads in other area municipalities which are transferred, the better off the City ratepayer.

However, the key point is that any proposal presented to date is better for the City of Hamilton taxpayer than the existing situation.

G.1 Analysis of Effects of the Proposed Change on the City Taxpayer

The City's contribution for current maintenance on Regional roads in Hamilton, via the Regional levy, is much higher than the actual cost of that maintenance. Based on Region data, that difference is approximately $1,660,000 annually at present. This is due to the much higher length of road per capita in the more rural area municipalities.

The evaluation by the Region indicates that, over the long term, the area municipalities receive capital expenditures on major road upgrades in proportion to needs. Road needs were last studied in 1995, following a standardized provincial procedure. At that time the City's needs were found to be 69.5% of the total road system. The City's contribution to roads rehabilitation is based on the equalized assessment percentage of 66.5 %. This means we are receiving more than full value for our contribution toward capital works. Including the Freeway, the present estimate is that the City receives about $1,260,000 more construction than is funded from the assessment. This does not mean that the funding is sufficient to maintain the present quality of the roads, only that the sharing of the total capital funding favours Hamilton.

At present, considering both current and capital expenditures, the City pays about $ 400,000 more than it receives in road maintenance and reconstruction.

The original proposal for road transfers would have reduced the overall annual cost to the City taxpayer by about $775,000. The Region's new proposal would result in a change of about $480,000. Depending on the exact roads transferred, the proposal in this report would result in a reduction of about $ 900,000 to City taxpayers.

G.2 Transition Effects

The Region proposes to transfer the roadways as of 1999 March 31. The current budget maintenance obligations will be transferred on that date, so the City will begin to realize savings in 1999. The budget savings in 1999 will be less than 66%, as much of the maintenance expenditure is for snow control, before April 1.

The Region proposes funding the capital budget for the transferred roadways for the years 1999 and 2000, as if the roadways were still Regional. The area municipalities will control their expenditures starting in 1999. The delay in transferring the source of funding will give municipalities time to adjust their capital budgets in preparation for 2001. Since Hamilton actually contributes less to the Regional levy than proposed grant to be received from the Region in 1999 and 2000, the City taxpayer would benefit additionally in 1999 and 2000. The Region will modify the funding for 1999 based on the actual amount of development charges received, and for the year 2000 based on development charges and a revised assessment of road needs. A complete review of the reconstruction needs of the entire Regional road system is scheduled for this spring. The effects of the development charges and road needs adjustments are not known yet, but these changes are not predicted to greatly change the final savings.

G.3 Effects of the Proposed Change on the Tax Bills

The proposed transfer would result in an annual cost increase in the City's current budget for roadway maintenance of between $2.3 and $3.4 million. This would show on the tax bills as an increase in the City's portion of the tax bill. At the same time, the Regional Municipality levy would be reduced by between $3.5 and $4.2 million. This would create the annual net savings to City of Hamilton taxpayers. In order to eliminate the apparent large change to the City portion of the tax bill, it may be appropriate to review and consider restatement of the 1998 City and Regional tax rates. This will make for more appropriate comparisons in 1999 and 2000.

G.4 Effects on the Current and Capital Budgets

The changes in finances will require adjustments to the City's current and capital budgets for 1999. The final figures will depend on the final version of the road network. Between $2.8 and $4.1 million will have to be added to the capital program, and between $ 2.3 and $ 3.4 million will have to be added to the current budget for road maintenance, to maintain the current level of service.

HLS/klk
Attach.

c.c. Mr. Allan Ross
General Manager, Finance

APPENDIX "A" TO TEC-024-99

Roads Proposed to be Transferred from the Region to the City of Hamilton as per TSC Report RDS 97117a.

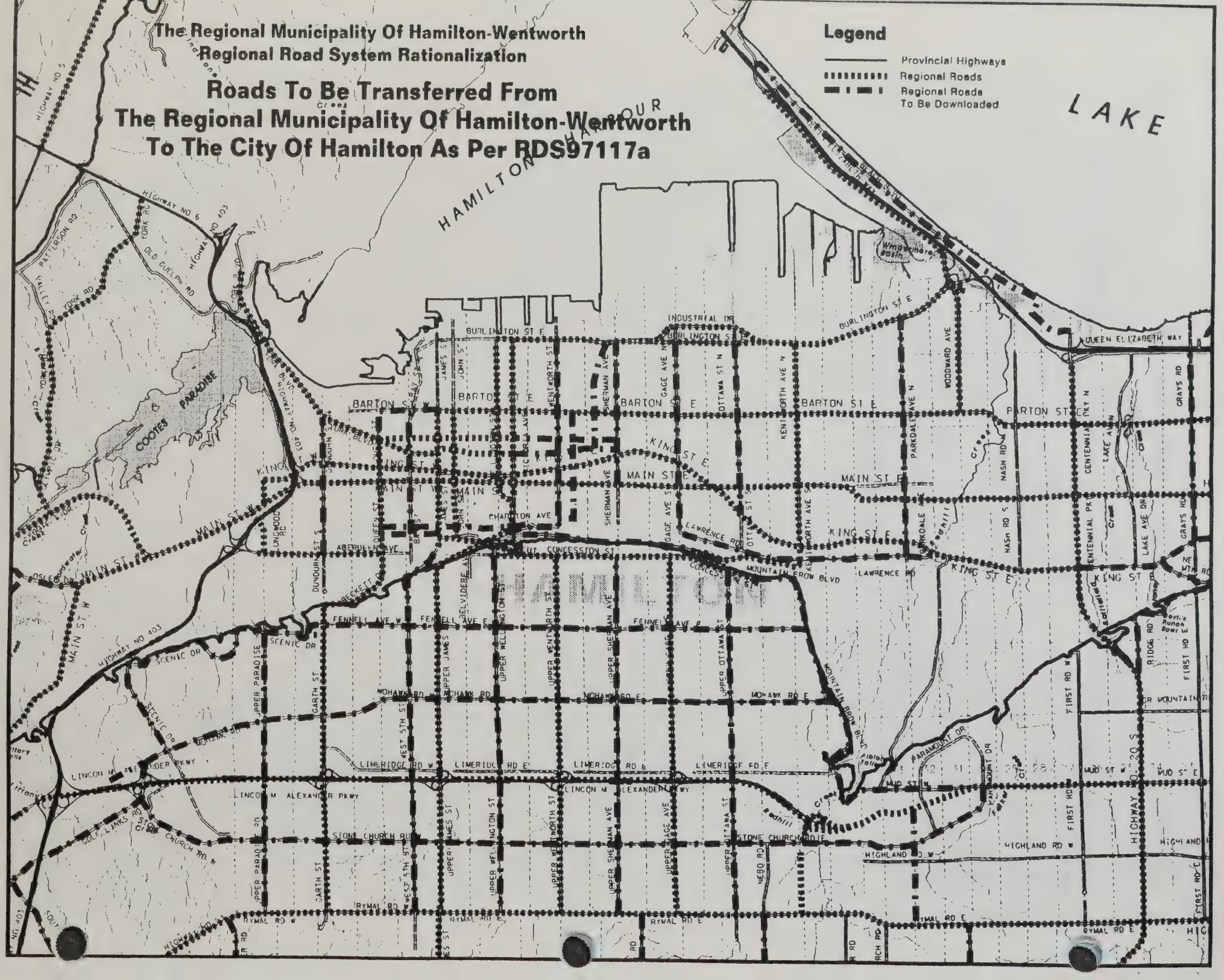
Rd Nu	Street	From	To	Length	Lane-Km	Rd Needs ($K)
Hamilton						
124	Barton St. West	Queen Street	James Street	3.600	13.600	$ 316
182	Bay Street	Barton Street	Herkimer Street	1.700	6.300	458
114	Beach Boulevard	.1 km E. Ham. Limits	Woodward Avenue	4.100	12.300	828
175	Birch Avenue	Burlington Street	Wilson Street	1.500	5.000	954
128	Cannon Street	Victoria Avenue	Sherman Avenue	1.500	6.000	0
197	Charlton Avenue	Queen Street	Wentworth Street	2.400	6.400	1,024
104	Confederation Drive	Nash Road	Centennial Parkway	0.600	1.200	163
165	Crockett Street	Sherman Cut	Upper Sherman Ave.	0.100	0.200	49
199	Delaware Avenue	Wentworth Street	Sanford Avenue	0.200	0.600	266
120	Denlow Avenue	Scenic Drive	Garth Street	0.200	0.400	65
196	Dundurn Street	York Boulevard	Aberdeen Avenue	2.000	7.000	1,513
117	Fennell Avenue	Garth Street	Mountain Brow Blvd.	6.700	28.600	649
173	Gage Avenue	Industrial Drive	.2 km south of Cumber	2.900	11.600	1,640
145	Grays Road	South Service Road	South City Limits	1.400	4.600	92
195	Herkimer Street	Queen Street	James Street	0.800	2.400	590
158	James Mountain Road	Inglewood Drive	Gateview Drive	0.700	1.400	459
158	James St. South	St. Joseph's Drive	Inglewood Drive	0.300	0.800	168
198	Lawrence Road	.2 km south of Cumber	King Street	3.600	11.200	948
126	Miles Road	Rymal Road	South City limits	0.600	1.200	12
115	Mohawk Road	City of Hamilton Limits	Garth Street	2.400	10.600	146
115	Mohawk Road	Garth Street	Upper Ottawa	5.700	26.050	1,196
115	Mohawk Rd. East	Upper Ottawa	Mountain Brow Blvd.	1.300	5.200	1,157
123	Mountain Brow Blvd.	Kenilworth Acc. @ Brow	Arbour Road	4.500	9.400	3,062
123	Mud Street West	Arbour Road	City Limits	1.000	2.000	550
104	Nash Road	Van Wagner's Beach Road	Confederation Drive	0.200	0.400	0
133	Nebo Road	Rymal Road	South City Limits	0.600	1.200	0
108	Osler Drive	City of Hamilton Limits	Main Street Intersection	0.300	1.500	$ 106
172	Ottawa Street	Industrial Drive	King Street	2.600	10.600	2,167

Rd Nu	Street	From	To	Length	Lane-Km	Rd Needs ($K)
170	Parkdale Avenue	Burlington Street	King Street	3.200	13.200	2,471
157	Queen Street	Barton Street	York Street	0.400	1.200	177
176	Sanford Avenue	Barton Street	King Street	0.800	2.400	605
176	Sanford Avenue	King Street	Delaware Avenue	0.400	1.200	0
110	Scenic Drive	City West Limits	Garth Street	3.300	6.700	1,313
192	Sherman Access	Charlton Avenue	Kenilworth Access	3.230	7.060	1,175
192	Sherman Access WB	Kenilworth Avenue	Sherman Access	0.100	0.200	68
174	Sherman Avenue	Burlington Street	Main Street	2.000	7.200	813
165	Sherman Cut	Sherman Access	Crockett Street	0.400	0.800	0
115	Stone Church Rd.	Dartnall Road	Hamilton City Limits	1.300	2.600	1,626
116	Stone Church Rd.	Ancaster Town Limits	Dartnall Road	8.083	21.232	9,743
164	Upper Sherman Avenue	Concession Street	Crockett Street	0.200	0.800	160
164	Upper Sherman Avenue	Crockett Street	Mohawk Road	1.800	7.500	1,446
169	Upper Wellington St.	Concession Street	Mohawk Road	2.500	10.300	1,596
162	Upper Ottawa Street	Mountain Brow Blvd.	Mohawk Road	1.800	7.200	0
162	Upper Ottawa Street	Mohawk Road	Rymal Road	3.100	13.200	609
156	Upper Paradise Road	Scenic Drive	Rymal Road	4.100	10.400	62
164	Upper Sherman Avenue	Mohawk Road	Rymal Road	2.750	7.300	1,467
169	Upper Wellington St.	Mohawk Road	Rymal Road	2.850	7.100	3,130
104	Van Wagner's Beach Road	Beach Boulevard	Nash Road	1.500	3.000	0
177	Wentworth Street	Burlington Street	King Street	1.800	6.400	208
177	Wentworth Street	King Street	Charlton Avenue	0.800	2.500	79
189	West 5th St. Ramp	Claremont Access	Merge of West 5th	0.700	1.400	0
158	West 5th Street	Gateview Drive	Mohawk Road	1.500	6.500	409
158	West 5th Street	Mohawk Road	Rymal Road	3.100	8.400	2,651
127	Wilson Street	Victoria Avenue	Sherman Avenue	1.500	6.000	416
			Total for Hamilton	**106.713**	**349.542**	**$ 48,825**

APPENDIX "A" TO TEC-024-99

Roads Proposed to be Transferred from the City of Hamilton to the Region as per TSC Report RDS 97117a.

Rd Nu	Street	From	To	Length	Lane-Km	Rd Needs ($K)
Hamilton						
120	Centennial Parkway	QEW	60 m N of Queenston	1.800	9.000	$ 0
157	Garth Street	Stone Church Road	Rymal Road	1.000	2.000	0
			Total by Municipality	**2.800**	**11.000**	**$ 0**


The Regional Municipality Of Hamilton-Wentworth
Regional Road System Rationalization
Roads To Be Transferred From
The Regional Municipality Of Hamilton-Wentworth
To The City Of Hamilton As Per RDS97117a
Legend
Provincial Highways
Regional Roads
Regional Roads
To Be Downloaded
HAMILTON HARBOUR
LAKE
HAMILTON
COOTES PARADISE
BURLINGTON ST E
BARTON ST E
KING ST E
MAIN ST E
MAIN ST W
KING ST W
QUEEN ELIZABETH WAY
HIGHWAY NO 6
HIGHWAY NO 403
HIGHWAY NO 5
MOUNTAIN BROW BLVD
LAWRENCE RD
CONCESSION ST
FENNELL AVE W
FENNELL AVE E
SCENIC DR
MOHAWK RD W
MOHAWK RD E
LINCOLN M ALEXANDER PKWY
LIMERIDGE RD W
LIMERIDGE RD E
RYMAL RD W
RYMAL RD E
HIGHLAND RD W
STONE CHURCH RD E
PARAMOUNT DR
WOODWARD AVE
PARKDALE AVE N
NASH RD S
CENTENNIAL PKY N
GRAYS RD
RIDGE RD
FIRST RD W
FIRST RD E
HIGHWAY 20 S
GOLF LINKS RD
CHURCH RD
NEBO RD
UPPER PARADISE
UPPER JAMES
UPPER WELLINGTON
UPPER SHERMAN
UPPER GAGE
UPPER OTTAWA
EARTH ST
WEST 5TH ST
DUNDURN ST S
BECKETT DR
ABERDEEN AVE
CHARLTON AVE
KENILWORTH AVE N
KENILWORTH AVE S
SHERMAN AVE
GAGE AVE N
GAGE AVE S
OTTAWA ST N
OTTAWA ST S
JAMES ST N
JOHN ST N
WELLINGTON ST
INDUSTRIAL DR
OSLER DR
LAKE AVE DR
Kings Forest Golf Course
Royal Canada Bowl
Albion Falls
Cootes Paradise Marsh
Kingsmere Basin

APPENDIX "B" TO TEC-024-99

Roads Proposed for Transfer from the Region to the City of Hamilton which the City requests not be transferred.

Street	From	To
Crockett	Sherman Cut	Upper Sherman
Dundurn	York	Aberdeen
Fennell *	Garth	Upper Ottawa
Grays	South Service Road	South City Limits
Ottawa	Industrial	Main
Sherman Cut	Sherman Access	Crockett
Sherman Access	Charlton	Kenilworth
Upper Sherman	Crockett	Rymal
Upper Wellington	Concession	Rymal
West 5th	Claremont Access	Fennell

- Note: Fennell, Garth to Upper Ottawa is to be substituted for Concession, Upper Wellington to Upper Ottawa as per recommendation (c) of this report. To effect this change Upper Wentworth, Concession to Fennell and Upper Gage, Concession to Fennell will be transferred to the City.

Roads Which will have to be Transferred from the Region to the City of Hamilton to Allow for the Change from Concession to Fennell as a Regional road:

Street	From	To
Concession	Upper Wellington	Upper Ottawa
Upper Wentworth	Concession	Fennell
Upper Gage	Concession	Fennell

2(a)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 January 7

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **1999 Proposed Road and Sidewalk Capital Improvement Programme**

RECOMMENDATION:

a) That the Commissioner of Transportation be authorized on an interim basis to proceed with the calling of tenders for part of the projects in relation to the 1999 Road and Sidewalk Capital Improvement Programme in an amount not to exceed $3,000,000 prior to the final Capital Budget approval.

b) That the Commissioner of Public Works and Traffic and the Commissioner of Transportation be authorized to undertake these works on behalf of the City of Hamilton once all the necessary approvals have been received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendations.

BACKGROUND:

The Draft 1999-2008 Capital Budget makes a provision in the amount of $6,760,000 for the reconstruction of roads and sidewalks in the City in 1999. The proposed programme for 1999 is divided into the following sections:

a) Roads and Abutting Sidewalks
b) Sidewalks Only
c) Miscellaneous Projects
d) Supplementary List

The projects in the programme have been reviewed by the Public Works and Traffic, Transportation and Environment Departments. All of the necessary work on the underground and overhead services will be undertaken prior to or at the time of the road reconstruction.

The projects being recommended at this time for interim approval to allow the Region to proceed with design and calling tenders prior to Capital Budget approval are shown with an asterisk and are as follows:

1. Dundurn Street between Aberdeen and the south end
2. East 44th Street between Fennell and Mohawk
3. Hot-in-place asphalt recycling at various locations

A report will be submitted to the Committee in March with a list of streets to be considered for hot-in-place asphalt recycling as noted under Section C, Miscellaneous Projects.

Based on the above considerations, the proposed 1999 Capital Improvement Programme is as shown on attached Schedule "A".

RPM/rb
attachment

c.c. A. Ross, City Treasurer
c.c. E. M. Gill, Senior Director, Roads Division
c.c. L. Gohier, Regional Environment Department

Schedule 'A'

CITY OF HAMILTON
1999 ROAD AND SIDEWALK IMPROVEMENT PROGRAMME

A. Roads and Abutting Sidewalks

STREET	FROM	TO	COMMENTS	ESTIMATE
Adeline Avenue	Main	Britannia	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer work	$494,000
Beechwood Avenue	Sherman	Lottridge	-road reconstruction-sidewalk reconstruction-both sides-in conjunction with Regional sewer and watermain work	$411,000
Delevan Crescent	Seven Oaks	Seven Oaks	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$226,000
Duncombe Avenue	Seven Oaks	Holt	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$336,000
*Dundurn Street	Aberdeen	South end	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$682,000
*East 44th Street	Fennell	Mohawk	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$867,000
Edith Avenue	Broker	Nova	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$478,000
Elcho Street	Wycliffe	Inverness	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$ 88,000
Ferndale Avenue	Dunkirk	Dundonald	-road reconstruction-sidewalk reconstruction-both sides	$320,000

A. **Roads and Abutting Sidewalks - continued**

STREET	FROM	TO	COMMENTS	ESTIMATE
Knyvet Avenue	Highcliffe	Inverness	-road reconstruction-sidewalk reconstruction -both sides-in conjunction with Regional sewer and watermain work	$253,000
			TOTAL A	**$4,155,000**

B. **Sidewalks Only**

STREET	FROM	TO	COMMENTS	ESTIMATE
Concession Street	Upper Sherman	Upper Gage	-sidewalk reconstruction-both sides –in conjunction with Regional sewer and watermain work	$168,000
Upper Wellington Street	Concession	Brucedale	-sidewalk reconstruction	$255,000
Armstrong Avenue	Glengrove	Hayes	-sidewalk reconstruction	$119,000
Fennell Avenue	West 5th	Garth	-sidewalk reconstruction	$161,000
Hayes Avenue	Bingham	Armstrong	-sidewalk reconstruction	$ 49,000
London Street	King	Lawrence	-sidewalk reconstruction	$ 61,000
			TOTAL B	**$813,000**

C. **Miscellaneous**

DESCRIPTION	ESTIMATE
Catch basin and drain connections in conjunction with Regional sewer projects	$ 10,000
Pavement Management System - annual update	$ 40,000
Streetlighting - various locations	$ 300,000
*Hot-in-place asphalt recycling - various locations	$1,374,000
Tree planting in conjunction with reconstruction projects	$ 68,000
TOTAL C	**$1,792,000**
GRAND TOTAL	**$6,760,000**

D. Supplementary List - Streets may be done in the order listed if residual funds are available

STREET	FROM	TO	COMMENTS	ESTIMATE
West 1st Street	Fennell	Richwill	-road reconstruction-sidewalk reconstruction -both sides-in conjunction with Regional sewer and watermain work	$673,000
Stewartdale	Greenhill	Montrose	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$467,000
Gledhill Crescent	Galt	Brigadoon	-sidewalk reconstruction-both sides	$153,000
Hester Street	Upper James	Upper Wellington	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$569,000
East 33rd Street	Fennell	Brucedale	-road reconstruction-sidewalk reconstruction-both sides	$176,000
		TOTAL D		**$2,038,000**

2(a)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 December 18

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **User Fee for Driveway Approach Ramp Installations**

RECOMMENDATION:

(a) That the user fee for driveway approach ramp installations and repairs provided by the Public Works and Traffic Department be raised from the existing rate of $66.00 per square metre to $99.33 per square metre effective for all estimates given from January 1, 1999; and,

(b) That the increased user fee revenues be a component in the 1999 Departmental current budget reductions, recognizing a one year transition for project commitments previously given at the lower per square metre rate.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The current rate for driveway approach ramp installations, widenings and repairs is $66.00 per square metre. This amount was set in 1998 and is charged for infill installations of new approaches, for approach widenings and for homeowner requested aesthetic repairs.

The amount of $66.00 per square metre is subsidized as true costs are in the order of $99.33 per square metre.

On February 24, 1998 City Council approved a rate of $149.00 per linear metre for combined sidewalk and curb for local improvement construction. This rate was established based upon 1997 actual costs as averaged through various construction

contracts. This cost represents the "going rate" for work very similar to driveway approaches with less hand forming required and with the benefit of certain economies of scale beyond those achievable through single driveway approach projects.

The $149.00 per linear metre is based upon a width of 1.5m and translates to $99.33 per square metre.

Over a full year, additional user fees are anticipated in the order of $100,000.

This amount will be less in 1999 as 78 prior commitments for approach ramps at the $66.00 per square metre rate have already been made.

The transitional cost of constructing these approaches at the previous per square metre rate is approximately $49,000.00.

BACKGROUND:

A relevant section of the City of Hamilton Streets By-Law reads as follows:

> (8) A vehicle approach ramp may be constructed as an independent installation by the City upon specifications of the Commissioner of Engineering and to his satisfaction,
>
> (a) in the case of ramps not more than twenty feet in width for single-family dwellings or two-family dwellings, after application in writing to the Director of Public Works;
>
> (b) in the case of any other ramps, after application in writing to the Traffic Commissioner,
>
> upon payment by the applicant of any money as a charge for its construction as the City may approve, based on the average cost per square foot of construction of vehicle approach ramps independently constructed during the preceding calendar year.
> By-laws Nos. 71-326, S.1; 81-127, S.4; 82-153, S.6, S.7(1), S.8(1).

In 1997 all approach ramp work was isolated into a separate activity account to evaluate current costs. As the By-law permits updating of the charge for construction it is recommended that the fee be raised to $9.23 per square foot or $99.33 per square metre.

The current practice for cost estimate preparation for driveway approaches is as follows:

There is no charge to the property owner for approach ramp reconstruction including widenings when combined sidewalk approaches are being reconstructed as the City walk

is being replaced through sidewalk and road and sidewalk reconstruction.

There is no charge for independent approach ramp reconstruction during a full road and sidewalk reconstruction project.

There is a charge when a new approach ramp is constructed for infill situations.

There is a charge for approach ramp widenings when not part of an overall sidewalk or road and sidewalk project as noted above.

There may be a cost sharing for the combined sidewalk and ramp when there are damages to the pedestrian portion such as cracks, heaving, spalling, when these defects have a detrimental affect upon the pedestrian use of the walk. Normally this portion of the project would be covered by the City through sidewalk reconstruction funding. It is important to note that defects which have not caused an impediment to pedestrian use and are aesthetic in nature have not been considered as warrants for cost sharing and defects caused by vehicular use of the ramp, for example during reconstruction of the residence caused by heavy equipment are not eligible for cost sharing.

When cost estimates for approaches are given, owners are informed that they are valid for a period of one year. All those with prior estimates at the lower rate will be advised in writing of the rate changes allowing them to choose whether or not to proceed while their estimates are valid.

DL/rb

CITY OF HAMILTON

2(a)(iv)

- RECOMMENDATION -

DATE: 1999 January 13

REPORT TO: Mr. Kevin Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo, Commissioner
Department of Public Works and Traffic

SUBJECT: Restore the Core – Downtown Hamilton Improvement Plan, 1999-2008 Provision Capital Budget Submission

RECOMMENDATION:

a) That functional drawings of the Hess and George Street improvements, a component of the "Restore the Core" Phase III – 1999 project be approved in principal; and,

b) That "Restore the Core" Phase III – 1999 Capital Project, in the amount of $2,150,000. including Hess and George Street Improvements be forwarded to the Finance & Administration Committee for consideration for funding and construction in advance of the normal Capital Budget process to facilitate completion of the capital budget works in 1999 with minimal disruption to the community; and,

c) That the attached capital project "Restore the Core" – Downtown Hamilton Improvement Plan 2000 to 2006 Phase IV to VII, a combined project from the Departments of Community Planning and Development, Community Services, and the Department of Public Works and Traffic be considered for inclusion in the ten year 1999-2008 Provisional Capital Budget for phased implementation commencing in 2000.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a budgetary perspective, City Council on May 14, 1998, approved the 1998-2007 Capital Budget Program which included funding allocations for the Downtown Hamilton Improvement Plan. Working with the Capital Budget Program, the Department of Public Works and Traffic prepared project submission forms for the years 1999-2001 and submitted

budget requests within the program funding allocations. Additional funding request occurs in 2002.

The following chart illustrates the funding requests on an annual basis for the 10 year 1999-2008 program period.

Capital Budget Program – "Restore the Core" – Downtown Hamilton Improvement Plan

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
1*	1,760	2,150	2,200	2,200	827	50	50	50	50	
2**	-	2,150	2,200	2,200	2,827	50	50	50	50	
Difference		0	0	0	2,000	0	0	0	0	

-All amounts for the above chart are in thousands of dollars.

1* - Approved 1998-2007 Capital Budget Program – Downtown Hamilton Improvement Plan.

2** - Proposed 1999-2008 Capital Budget Program – Downtown Hamilton Improvement Plan.

All construction cost estimates have been prepared by the Department of Public Works and Traffic in consultation with the affected City and Region Departments.

The project submission forms for this project are attached as Schedule "A".

The annual current budget impact for each phase and component is included with the capital budget submission.

The proposed 1999-2008 – Downtown Hamilton Improvement Plan work plan with cost estimates is detailed on Schedule "B" attached and streetscaping locations illustrated on Schedule "C". Specifically, 1999 – Phase III has a net City cost of $2.15 million and incorporates a Hamilton Hydro contribution for $100,000. which is the cost of burying the overhead hydro on Hess Street. The City is responsible for paying the cost of burying the hydro services between the road and the buildings with the individual property owners asked to pay any restoration costs associated with burying the hydro service as well as any costs resulting from upgrading the hydro services.

In Phase III from a construction timing perspective, Hamilton Hydro must commence their work in late February 1999, to complete the Hess/George Street Streetscaping component of this project in one year without major adverse affects on the property owners and businesses within the immediate area. Staff are therefore requesting advance funding approvals in order to permit this project to proceed in 1999.

There are no permanent staffing implications.

Any matters of a legal nature will be referred to the Law Department.

BACKGROUND:

"Restore the Core" is a co-operative project combining efforts from the Departments of Community Services, Community Planning and Development, Department of Public Works and Traffic, and the Region's Transportation and Environmental Services. This project provides revitalization impetus to the downtown through the redevelopment of public infrastructure, programming of activities and enhancement programs for private properties.

Phase I - "Restore the Core" – Downtown Hamilton Improvement Plan – Phase I was successfully implemented in 1997 on King Street between James and Mary Streets.

Phase II of the project was approved under the 1998 – 2007 Provisional Capital Budget for $1,760,000. with approximately $850,000. under the jurisdiction of the Transport and Environment Committee. The major streetscaping component of Phase II, the section of King Street East from Mary to Wellington includes sidewalk reconstruction, street lighting, street furniture, trees, floral plantings and seasonal displays was funded by the Region in 1998. These works were postponed pending the outcome of the SmartMoves Study and will be implemented in 1999 with construction commencing in late winter and a tentative completion date in early summer.

Phase III, and the proposed 1999 work plan is outlined on Schedule "B" and the capital funding request is as per the Council approved 1998-2007 Capital Budget.

The major component of Phase III is the streetscaping and reconstruction of Hess Street from Main to King and streetscaping of George Street from Queen to Caroline. The functional layout for these works are illustrated on Schedule "C" attached. Presently Hess Street, between Main and King, is one way northbound with two travelled lanes and one parking lane on the east side. The proposal is to narrow the existing road from approximately 9.8m to 6.2m with the roadway consisting of one travelled lane northbound and one parking lane. South of George Street the parking would be on the east side of Hess Street and north of George Street, the parking would be on the west side with a bend or shekane at George Street. Although the capacity of the road is reduced by one lane, Traffic Division staff have advised that the existing roads in the area (i.e. Bay Street) has the capacity for additional traffic. In fact, during the summer road closures on Hess Street, the traffic functions satisfactorily on alternate routes. In addition to narrowing of the road and the shekane, the proposed road surface would be paving brick as was used recently on Ferguson Avenue with a considerably flatter road cross-section from the present high crown on Hess Street.

From a streetscaping perspective, the elimination of one lane will give the opportunity to widen the sidewalks to incorporate urban braille on both sides. With the removal of overhead hydro poles and wires, considerable clutter is removed from the streetscape and new brighter lights as per standards established on King Street – Phase I will be installed.

On George Street, the plan is to replace the existing lights from Queen to Hess (mall portion) with no other improvements. Between Hess and Caroline, the north sidewalk and curb line of

George Street would be reconstructed to facilitate burial of the hydro to Hess Street as well as other streetscaping improvements. The parking on the north side of George Street from Hess Street extending 65m east would be eliminated and the roadway narrowed to accommodate streetscaping enhancements.

The parking lot at the north-east corner of Main and Hess would be modified to incorporate a one way driveway providing access from King Street.

In addition to the gateway features on Hess Street at King and Main Street, a four-way overhead structure is proposed at the corner of Hess and George Streets which will provide a visual focal point/ symbol visible from Bay, Queen, Main and King Streets.

With the proposed construction works on Hess Street, the Environmental Services Division will replace the watermain and upgrade other services.

The construction period for this project is in the order of five months with considerable disruption to adjacent property owners/businesses. In order to reduce construction impacts the proposed construction schedule is as follows:

late February to April 30 - installation of underground hydro on Hess Street and services to individual properties

- possible replacement of watermain on Hess Street

May 1 to September 1 - no construction

- all disturbed areas to be patched and maintained with hot mix

September 1 - October 15- undertake all remaining underground works

October 15 - November 15- road construction and streetscaping (surface) works

This schedule will permit all works to be completed in one calender year with minimal disruptions, thus the request for advanced budget approval to allow construction to commence in late February 1999.

Under the normal budget approval process with funding approval in late March or later, and avoiding a May 1 to September 1 construction period, the construction would not commence until September 1, 1999. Under this scenario the fall of 1999 would be used to undertake installation of hydro burial and other service upgrades, with this work not being completed until May, 2000. This would then be followed by roadway and sidewalk construction for completion in late June or July at considerable disruption to the spring and summer season for the adjacent property owners.

One alternative construction scheduling scenario is to wait for normal funding approval schedule in 1999, and undertake all construction in the year 2000.

Another alternative scenario is to wait for the normal funding schedule, undertake burial of hydro in fall 1999 and complete all other works after September 2000 which would leave a

patchwork of trench repairs in high pedestrian areas for over ten (10) months including a high maintenance period during the winter.

The Planning and Development Committee will receive reports which relate to the various initiatives of the Community Planning and Development Department such as the Core 2000 Project. The Parks and Recreation Committee will receive reports detailing those aspects of the project related to activities, the programming of events, public art and murals. The overall capital budget submission represents the multi departmental co-ordination of efforts in the downtown that is essential to successful implementation of this complex project.

WJP/PSU/gs
Attach.

c.c. His Worship Mayor R. Morrow
All Members of Council
All Members of Management Team
Mr. Ted Gill, Senior Director, Transportation/Environmental Services
Mr. D. Onishi, Director, Design and Construction, Transportation/Environmental Services
Mr. R. Fair, General Manager, Community Services
Mr. V. Abraham, Director, Planning and Development
Mr. W.J. Plessl, Co-ordinator of Park Development & Maintenance
Ms. S. Reeder, Secretary, Finance and Administration Committee, City Clerks

The Corporation of the City of Hamilton

1999-2008 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD**: Public Works and Traffic Department - Streets Division

2. **PROJECT SUMMARY**:
   (a) Name (max. of 45 characters) Downtown Hamilton Improvement Plan - Phase III
   (b) Type of Project Downtown Revitalization Program C/R
   (c) Location Hess Street - Main to King & George Streets - Hess Street to Caroline Street
   (d) Scope/Description of Work The project is a continuence to create a fresh or renewed downtown and proposed works include: Core Heritage 2000, Project/ Building improvements, reconstruction of sidewalks along King Street, landscaping improvements, construction of public washrooms, public art program, maintenance practise improvements, enhanced flower displays, special events, etc.
   (e) Remarks

3. **REFERENCE TO RELATED PROJECTS**:
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER**: # ___ of ___

5. **PROJECT JUSTIFICATION ("Yes" or "No")**:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	X
(b)	HEALTH/SAFETY/ENVIRONMENT	X
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	
(e)	ECONOMIC DEVELOPMENT	X
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	X
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	
(h)	GROWTH RELATED PROJECT	

Describe Justification:
The revitalization of the downtown has become a major objective of the City as is documented in a number of studies and initiatives.

6. **FEASIBILITY STUDY**:
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT**:
   (a) START DATE (YEAR) January 1999
   (b) COMPLETION DATE (YEAR) December 1999
   (c) GROSS COST (Start Year Dollars) $ 2,350,000.
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) $
   (e) LESS OTHER RECEIPTS (Specify) Hamilton Hydro $ 200,000.
   (f) NET CITY'S COST $ 2,250,000.

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1999-2008 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1999	$ 2,150,000.	- 2004	$ _____
- 2000	$ _____	- 2005	$ _____
- 2001	$ _____	- 2006	$ _____
- 2002	$ _____	- 2007	$ _____
- 2003	$ _____	- 2008	$ _____

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a)	Staffing	$ 44,000.
	Building Operations & Maintenance	$ _____
	Other (specify) _____	$ _____
	GROSS COST (All Inclusive)	$ _____
(b)	LESS RECOVERY/REVENUE (specify) _____	$ _____
	_____	
(c)	NET CITY'S COST	$ 44,000.

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**
(a) Project Manager's Name W. Plessl
(b) Basis of assumptions Cost estimates prepared by Public Works and Traffic Department based on actual Phase I improvement costs.

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**
No __ Yes x ; if yes,

(a)	PROJECT NO. (Per 1999-2008 Capital Budget Program)	139.0
(b)	AT CITY'S COST OF	$ 2,150,000.
(c)	SCHEDULED TO START IN THE YEAR	1999

_____ Dec 18 th 98
Signature of Department Head/ Local Board Manager — *Date*

---

12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1999-2008 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

1. DEPARTMENT/LOCAL BOARD: Public Works and Traffic Department - Streets Division

2. PROJECT SUMMARY:
   (a) Name (max. of 45 characters) Downtown Hamilton Improvement Plan - Phase IV
   (b) Type of Project Downtown Revitalization Program C/R
   (c) Location King Street - James Street to Bay Street
   (d) Scope/Description of Work The project is intended to create a fresh or renewed downtown and proposed works include: Core Heritage 2000, Project/Building improvements, reconstruction of sidewalks along King Street, landscaping improvements, construction of public washrooms, public art program, maintenance practise improvements, enhanced flower displays, special events, etc.
   (e) Remarks

3. REFERENCE TO RELATED PROJECTS:
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. DEPARTMENT PRIORITY ORDER: # ___ of ___

5. PROJECT JUSTIFICATION ("Yes" or "No"):

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	X
(b)	HEALTH/SAFETY/ENVIRONMENT	X
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	
(e)	ECONOMIC DEVELOPMENT	X
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	X
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	
(h)	GROWTH RELATED PROJECT	

Describe Justification:
The revitalization of the downtown has become a major objective of the City as is documented in a number of studies and initiatives.

6. FEASIBILITY STUDY:
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. PROJECT:

(a)	START DATE (YEAR)	January 2000
(b)	COMPLETION DATE (YEAR)	December 2000
(c)	GROSS COST (Start Year Dollars)	$ 2,417,000.
(d)	LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy)	$
(e)	LESS OTHER RECEIPTS (Specify) Private Property Owners	$ 217,000
(f)	NET CITY'S COST	$ 2,200,000.

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1998-2007 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1999	$ _____	- 2004	$ _____
- 2000	$ 2,200,000.	- 2005	$ _____
- 2001	$ _____	- 2006	$ _____
- 2002	$ _____	- 2007	$ _____
- 2003	$ _____	- 2008	$ _____

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a)	Staffing	$ 44,000.
	Building Operations & Maintenance	$ _____
	Other (specify) _____	$ _____
	GROSS COST (All Inclusive)	$ _____
(b)	LESS RECOVERY/REVENUE (specify) _____	$ _____
(c)	NET CITY'S COST	$ 44,000.

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**
(a) Project Manager's Name W. Plessl
(b) Basis of assumptions Cost estimates prepared by Public Works and Traffic Department staff based on actual Phase I implementation construction costs.

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**
No __ Yes x ; if yes,

(a)	PROJECT NO. (Per 1999-2008 Capital Budget Program)	140.0
(b)	AT CITY'S COST OF	$ 2,200,000.
(c)	SCHEDULED TO START IN THE YEAR	2000

_____ Jan 13th 99
Signature of Department Head/ Local Board Manager *Date*

---

12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1999-2008 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD:** Public Works and Traffic Department - Streets Division

2. **PROJECT SUMMARY:**
   (a) Name (max. of 45 characters) Downtown Hamilton Improvement Plan - Phase V
   (b) Type of Project Downtown Revitalization Program C/R
   (c) Location King William Street (James to Catharine), Hughson Street
   (d) Scope/Description of Work The project is intended to create a fresh or renewed downtown and proposed works include: Core Heritage 2000, Project/ Building improvements, reconstruction of sidewalks along King Street, landscaping improvements, public art program, maintenance practise improvements, enhanced flower displays, special events, etc.
   (e) Remarks

3. **REFERENCE TO RELATED PROJECTS:**
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER:** # ___ of ___

5. **PROJECT JUSTIFICATION ("Yes" or "No"):**

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	X
(b)	HEALTH/SAFETY/ENVIRONMENT	X
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	
(e)	ECONOMIC DEVELOPMENT	X
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	X
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	
(h)	GROWTH RELATED PROJECT	

Describe Justification:
The revitalization of the downtown has become a major objective of the City as is documented in a number of studies and initiatives.

6. **FEASIBILITY STUDY:**
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT:**
   (a) START DATE (YEAR) January 2001
   (b) COMPLETION DATE (YEAR) December 2001
   (c) GROSS COST (Start Year Dollars) $ 2,200,000.
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) $
   (e) LESS OTHER RECEIPTS (Specify) $
   (f) NET CITY'S COST $ 2,200,000.

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1999-2008 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1999	$ _____	- 2004	$ _____
- 2000	$ _____	- 2005	$ _____
- 2001	$ 2,200,000.	- 2006	$ _____
- 2002	$ _____	- 2007	$ _____
- 2003	$ _____	- 2008	$ _____

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a)	Staffing	$ 52,000.
	Building Operations & Maintenance	$ _____
	Other (specify) _____	$ _____
	GROSS COST (All Inclusive)	$ _____
(b)	LESS RECOVERY/REVENUE (specify) _____	$ _____
(c)	NET CITY'S COST	$ 52,000.

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**
(a) Project Manager's Name W. Plessl
(b) Basis of assumptions Cost estimates prepared by Public Works and Traffic Department staff based on actual Phase I implementation construction costs.

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**
No __ Yes x ; if yes,

(a)	PROJECT NO. (Per 1999-2008 Capital Budget Program)	141.0
(b)	AT CITY'S COST OF	$ 2,200,000.
(c)	SCHEDULED TO START IN THE YEAR	2001

_____ Jan. 13th 99
Signature of Department Head/ Local Board Manager *Date*

---

12. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1999-2008 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD:** Public Works and Traffic Department - Streets Division

2. **PROJECT SUMMARY:**
   (a) Name (max. of 45 characters) Downtown Hamilton Improvement Plan - Phase VI
   (b) Type of Project Downtown Revitalization Program C/R
   (c) Location King, Catharine, Mary, Main, King William Streets
   (d) Scope/Description of Work The project is intended to create a fresh or renewed downtown and proposed works include: Core Heritage 2000, Project/ Building improvements, reconstruction of sidewalks along King Street, landscaping improvements, construction of public washrooms, public art program, maintenance practise improvements, enhanced flower displays, special events, etc.
   (e) Remarks

3. **REFERENCE TO RELATED PROJECTS:**
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER:** # ___ of ___

5. **PROJECT JUSTIFICATION ("Yes" or "No"):**

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	X
(b)	HEALTH/SAFETY/ENVIRONMENT	X
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	
(e)	ECONOMIC DEVELOPMENT	X
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	X
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	
(h)	GROWTH RELATED PROJECT	

Describe Justification:
The revitalization of the downtown has become a major objective of the City as is documented in a number of studies and initiatives.

6. **FEASIBILITY STUDY:**
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT:**

(a)	START DATE (YEAR)	January 2002
(b)	COMPLETION DATE (YEAR)	December 2002
(c)	GROSS COST (Start Year Dollars)	$ 2,000,000.
(d)	LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) _____	$
(e)	LESS OTHER RECEIPTS (Specify) _____	$
(f)	NET CITY'S COST	$ 2,000,000.

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1999-2008 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1999	$ _____	- 2004	$ _____
- 2000	$ _____	- 2005	$ _____
- 2001	$ _____	- 2006	$ _____
- 2002	$ 2,827,000.	- 2007	$ _____
- 2003	$ _____	- 2008	$ _____

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a)	Staffing	$ 19,000.
	Building Operations & Maintenance	$ _____
	Other (specify) _____	$ _____
	GROSS COST (All Inclusive)	$ _____
(b)	LESS RECOVERY/REVENUE (specify) _____	$ _____
	_____	
(c)	NET CITY'S COST	$ 19,000.

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**
(a) Project Manager's Name W. Plessl
(b) Basis of assumptions Construction materials, etc.
_____
_____

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**
No __ Yes x ; if yes,

(a)	PROJECT NO. (Per 1999-2008 Capital Budget Program)	138.1&139.2
(b)	AT CITY'S COST OF	$ 1,913,000.
(c)	SCHEDULED TO START IN THE YEAR	2008

_____ Jan 13 '99
Signature of Department Head/ Local Board Manager — *Date*

---

12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1999-2008 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD:** Public Works and Traffic Department - Streets Division

2. **PROJECT SUMMARY:**
   (a) Name (max. of 45 characters) Downtown Hamilton Improvement Plan - Phase VI
   (b) Type of Project Downtown Revitalization Program C/R
   (c) Location King William Street (James to Catharine), Hughson Street
   (d) Scope/Description of Work The project is intended to create a fresh or renewed downtown and proposed works include: Core Heritage 2000, Project/ Building improvements, reconstruction of sidewalks along King Street, landscaping improvements, construction of public washrooms, public art program, maintenance practise improvements, enhanced flower displays, special events, etc.
   (e) Remarks

3. **REFERENCE TO RELATED PROJECTS:**
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER:** # ___ of ___

5. **PROJECT JUSTIFICATION ("Yes" or "No"):**

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	X
(b)	HEALTH/SAFETY/ENVIRONMENT	X
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	
(e)	ECONOMIC DEVELOPMENT	X
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	X
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	
(h)	GROWTH RELATED PROJECT	

Describe Justification:
The revitalization of the downtown has become a major objective of the City as is documented in a number of studies and initiatives.

6. **FEASIBILITY STUDY:**
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT:**

(a)	START DATE (YEAR)	January 2003
(b)	COMPLETION DATE (YEAR)	December 2006
(c)	GROSS COST (Start Year Dollars)	$ 1,027,000.
(d)	LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy)	$
(e)	LESS OTHER RECEIPTS (Specify)	$
(f)	NET CITY'S COST	$ 1,027,000.

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1999-2008 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1999	$ _____	- 2004	$ 50,000.
- 2000	$ _____	- 2005	$ 50,000.
- 2001	$ _____	- 2006	$ 50,000.
- 2002	$ _____	- 2007	$ 50,000.
- 2003	$ 827,000.	- 2008	$ _____

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a)	Staffing	$ 88,000.
	Building Operations & Maintenance	$ _____
	Other (specify) _____	$ _____
	GROSS COST (All Inclusive)	$ _____
(b)	LESS RECOVERY/REVENUE (specify) _____	$ _____
(c)	NET CITY'S COST	$ 88,000.

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**
(a) Project Manager's Name W. Plessl
(b) Basis of assumptions _____

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**
No __ Yes x ; if yes,

(a)	PROJECT NO. (Per 1999-2008 Capital Budget Program)	163.0
(b)	AT CITY'S COST OF	$ 1,027,000.
(c)	SCHEDULED TO START IN THE YEAR	2002-2007

_____ Jan 13 th 99
Signature of Department Head/ Local Board Manager *Date*

---

12. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

Schedule "B"

1999-2006 Capital Budget Estimates

"Restore the Core"
Downtown Hamilton Improvement Plan

• City of Hamilton • Department of Public Works & Traffic •

Matrix of Budget Items by Phase and Project

Date: January 8, 1999
Prepared by: Park Development Section

Item / *Estimate Reference* / *Project Description*	*Roads, Sidewalks & Alleys*	*Planters & Plants*	*Street Furniture*	*Lighting & Electrical*	*Signage*	*Public Art*	*Buildings / Structures*	*Misc. Items*	*GROSS COSTS*	*RECEIPT SUBSIDY*	*COST TO CITY*	*ANNUAL OPERATING COSTS*
PHASE I - 1997 **Approved in the 1997 Capital Budget and constructed.**												
PHASE II - 1998 **Approved in the 1998 Capital Budget.**												
PHASE III - 1999												
1 'A' **Hess Street Improvements** from Main St. W. to King St. W.	$434,650 00	$140,050 00	$20,460 00	$423,420 00	$20,000 00		$284,000.00	$34,500 00	$1,357,080 00	$100,000 00	$1,257,080 00	$14,700 00
2 'B' **George Street Improvements** from Queen St. S. to Caroline St. S.	$79,920 00	$34,740.00	$9,750 00	$145,680 00	$13,300 00				$283,390 00		$283,390 00	$1,500 00
3 'C' **Walnut Street -east side** from King St. E. to King William St.	$75,640 00	$43,700 00	$4,550 00	$57,200 00	$1,050 00				$182,140 00		$182,140 00	$1,000 00
4 'D' **Tree Planting Program** Core area		$64,000 00							$64,000 00		$64,000 00	$5,000 00
5 'E' **Wall Murals - Core Area**						$90,000 00			$90,000 00		$90,000 00	$2,600 00
6 'F' **Public Art Initiatives - Core**						$46,000 00			$46,000 00		$46,000 00	$1,400 00
7 'G' **Special Events** Core area								$50,000 00	$50,000 00		$50,000 00	$1,400 00
8 'H' **Christmas Decorations** Core area								$36,900 00	$36,900 00		$36,900 00	$15,000 00
9 'I' **Building Facade Lighting** various locations in the core				$90,490 00					$90,490 00		$90,490 00	$1,400 00
10 **Downtown Tax Incentive Plan**								$50,000 00	$50,000 00		$50,000 00	
Phase III Subtotals	$590,210 00	$282,490 00	$34,760 00	$716,790 00	$34,350 00	$136,000 00	$284,000 00	$171,400 00	$2,250,000 00	$100,000 00	$2,150,000 00	$44,000 00

Matrix of Budget Items by Phase and Project

Date: January 8, 1999
Prepared by: Park Development Section

Item / *Estimate Reference* / *Project Description*	*Roads, Sidewalks & Alleys*	*Planters & Plants*	*Street Furniture*	*Lighting & Electrical*	*Signage*	*Public Art*	*Buildings / Structures*	*Misc. Items*	*GROSS COSTS*	*RECEIPT SUBSIDY*	*COST TO CITY*	*ANNUAL OPERATING COSTS*
PHASE IV - 2000												
11 'J' **King Street West Improvements** King St. W. from James St. to Bay St.	$821,600 00	$174,900 00	$62,250 00	$517,800 00	$28,900 00			$58,000 00	$1,663,450 00		$1,663,450 00	$20,700 00
12 'D' **Tree Planting Program** Core area		$60,000 00							$60,000 00		$60,000 00	$5,000 00
13 'E' **Wall Murals - Core Area**						$40,000 00			$40,000 00		$40,000 00	$1,300 00
14 'F' **Public Art Initiatives - Core**						$70,000 00			$70,000 00		$70,000 00	$3,000 00
15 'G' **Special Events** Core area								$50,000 00	$50,000 00		$50,000 00	$5,000 00
16 'H' **Christmas Decorations** Core area								$20,000 00	$20,000 00		$20,000 00	$9,000 00
17 'I' **Building Facade Lighting** various locations in the core				$46,550 00					$46,550 00		$46,550 00	
18 **Core Heritage 2000 Project** various locations in the Core area							$200,000 00		$200,000 00		$200,000 00	
19 **Downtown Tax Incentive Plan**								$50,000 00	$50,000 00		$50,000 00	
Phase IV Subtotals	$821,600 00	$234,900 00	$62,250 00	$564,350 00	$28,900 00	$110,000 00	$200,000 00	$178,000 00	$2,200,000 00	$0 00	$2,200,000 00	$44,000 00

"Restore the Core"
Downtown Hamilton Improvement Plan

Schedule "B"
1999-2006 Capital Budget Estimates

• City of Hamilton • Department of Public Works & Traffic •

Matrix of Budget Items by Phase and Project

Date: January 8, 1999
Prepared by: Park Development Section

Item / *Estimate Reference* / *Project Description*	*Roads, Sidewalks & Alleys*	*Planters & Plants*	*Street Furniture*	*Lighting & Electrical*	*Signage*	*Public Art*	*Buildings / Structures*	*Misc. Items*	*GROSS COSTS*	*RECEIPT SUBSIDY*	*COST TO CITY*	*ANNUAL OPERATING COSTS*
PHASE V - 2001												
20 'C' **Walnut Street - west side** from King St. E. to King William St.	$53,020 00			$40,000 00	$1,050 00				$94,070 00	$20,000 00	$74,070 00	$2,500 00
21 'K' **King William Street Improvements** from James St. to Catharine St.	$94,800 00	$195,400 00	$29,300 00	$451,750 00	$17,200 00			$7,000 00	$795,450 00		$795,450 00	$13,000 00
22 'L' **Hughson Street Improvements** from Hunter St. to King William St.	$284,400 00			$315,450 00	$22,150 00			$5,000 00	$627,000 00		$627,000 00	$3,400 00
23 'D' **Tree Planting Program** Core area		$68,050 00							$68,050 00		$68,050 00	$6,000 00
24 'F' **Public Art Initiatives** Core area						$46,000 00			$46,000 00		$46,000 00	$2,000 00
25 'G' **Special Events** Core area								$50,000 00	$50,000 00		$50,000 00	$9,400 00
26 'H' **Christmas Decorations** Core area								$20,000 00	$20,000 00		$20,000 00	$10,000 00
27 'M' **Farmers' Market Improvements** York Boulevard	$39,370 00	$55,800 00		$25,850 00			$213,000 00	$18,000 00	$352,020 00		$352,020 00	$4,200 00
28 'N' **Walnut Street Improvements** from Main St. E. to King St. E.	$66,360 00		$3,250 00	$42,600 00	$3,200 00			$2,000 00	$117,410 00		$117,410 00	$1,500 00
29 **Downtown Tax Incentive Plan**								$50,000 00	$50,000 00		$50,000 00	
Phase V Subtotals	$537,950 00	$319,250 00	$32,550 00	$875,650 00	$43,600 00	$46,000 00	$213,000 00	$152,000 00	$2,220,000 00	$20,000 00	$2,200,000 00	$52,000 00

"Restore the Core"
Downtown Hamilton Improvement Plan

Schedule "B"
1999-2006 Capital Budget Estimates

• City of Hamilton • Department of Public Works & Traffic •

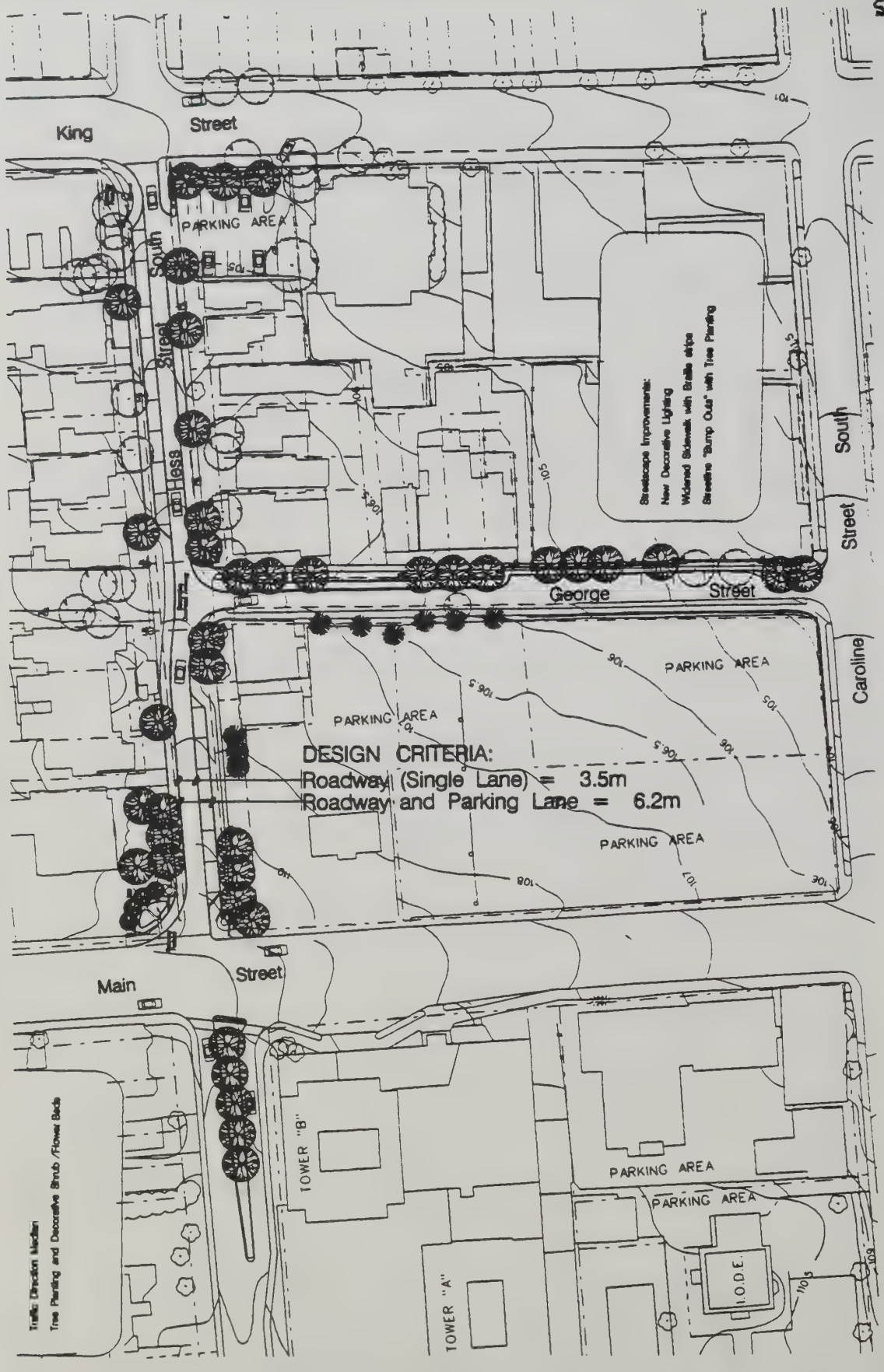
Matrix of Budget Items by Phase and Project

Date: January 8, 1999
Prepared by: Park Development Section

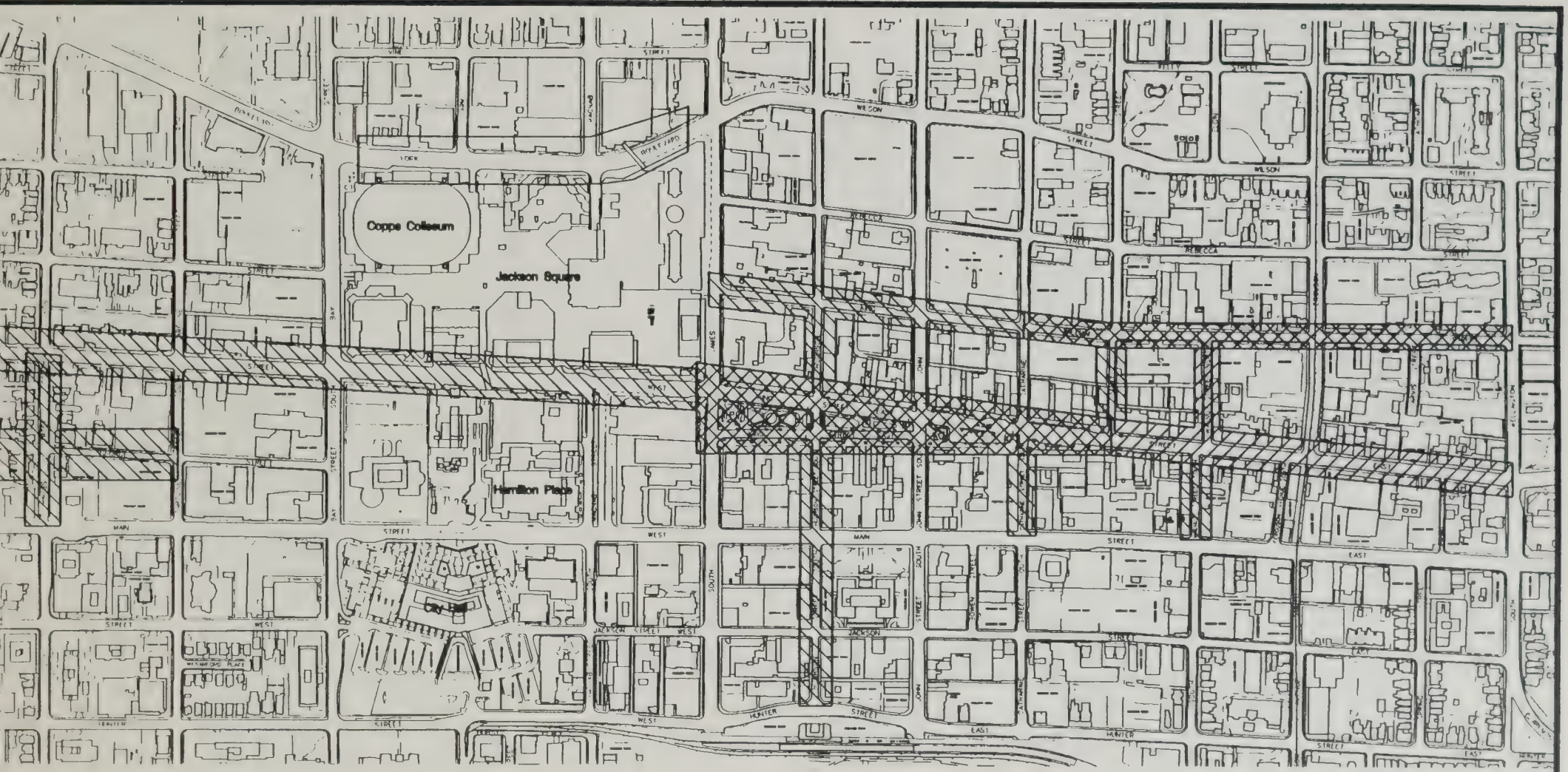
Item / *Estimate Reference* / *Project Description*	*Roads, Sidewalks & Alleys*	*Planters & Plants*	*Street Furniture*	*Lighting & Electrical*	*Signage*	*Public Art*	*Buildings / Structures*	*Misc. Items*	*GROSS COSTS*	*RECEIPT SUBSIDY*	*COST TO CITY*	*ANNUAL OPERATING COSTS*
PHASE VI - 2002												
30 'O' **King Street West Improvements** King St. W. from Bay St. to Queent St.									$1,000,000 00		$1,000,000 00	$15,500 00
31 'P' **King William Street Improvements** from Catharine St. to Wellington St.		$204,900 00	$45,500 00	$301,600 00	$10,100 00			$3,000 00	$565,100 00		$565,100 00	$1,500 00
32 'Q' **Catharine Street Improvements** from Main St. E. to King William St.		$97,000 00	$6,500 00	$76,150 00	$4,300 00				$183,950 00		$183,950 00	$1,000 00
33 'R' **Mary Street Improvements** from King St. E. to King William St.	$63,200 00	$84,600 00	$3,250 00	$43,600 00	$2,000 00			$4,300 00	$200,950 00		$200,950 00	$1,000 00
34 **Downtown Tax Incentive Plan**								$50,000 00	$50,000 00		$50,000 00	
35 'S' **Main Street Improvements** various locations		$324,300 00	$84,500 00		$72,800 00			$88,000 00	$569,600 00		$569,600 00	$4,000 00
36 'T' **Downtown Public Washroom** location to be determined							$257,400 00		$257,400 00		$257,400 00	$84,000 00
Phase VI Subtotals	$63,200 00	$710,800 00	$139,750 00	$421,350 00	$89,200 00		$257,400 00	$145,300 00	$2,827,000 00	$0 00	$2,827,000 00	$107,000 00
PHASE VII - 2003 to 2006												
37 **Downtown Tax Incentive Plan**												
year 2003								$50,000 00	$50,000 00		$50,000 00	
year 2004								$50,000 00	$50,000 00		$50,000 00	
year 2005								$50,000 00	$50,000 00		$50,000 00	
year 2006								$50,000 00	$50,000 00		$50,000 00	
Phase VII Subtotals								$200,000 00	$200,000 00	$0 00	$200,000 00	
Phases III to VII Totals	$2,012,960 00	$1,547,440 00	$269,310 00	$2,578,140 00	$196,050 00	$292,000 00	$954,400 00	$846,700 00	$9,697,000 00	$120,000 00	$9,577,000 00	$247,000 00
									GRAND TOTAL		**$9,577,000.00**	**$247,000.00**

Note Miscellaneous items include such items as changing traffic signals, gateway treatments, Christmas decorations, and Tax Incentive Plan

SCHEDULE "C"



City of HAMILTON	Project: Hess and George Street Streetscape Development	Date: Jan./99
		Scale: 1:1250
	Title: Site Plan (Proposed Conceptual Layout)	Dwg. No.



Restore the Core
Downtown Hamilton Improvement Plan

Completed in 1997

Phase 2:
Approved in 1998

Phases 3–7:
Future construction

SCHEDULE D

2(a)(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 January 8

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Proposed Roadway Alternation of Hess Street South between King and Jackson Streets and George Street from Hess Street South to approximately 65m Easterly**

RECOMMENDATION:

1. That the proposed alteration of Hess Street South from King to Jackson Streets to provide for a road width varying from 6.2m to 9.0m and George Street from Hess Street South to approximately 65m easterly to provide a road width of 3.3m as shown on Appendix "A", be advertised under Section 300 of the Municipal Act being Chapter M.45 of the Revised Statutes of Ontario 1990.

2. That the necessary Street By-laws be prepared by the Commissioner of Public Works and Traffic in a form satisfactory to the City Solicitor and advertised by the City Clerk.

D Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

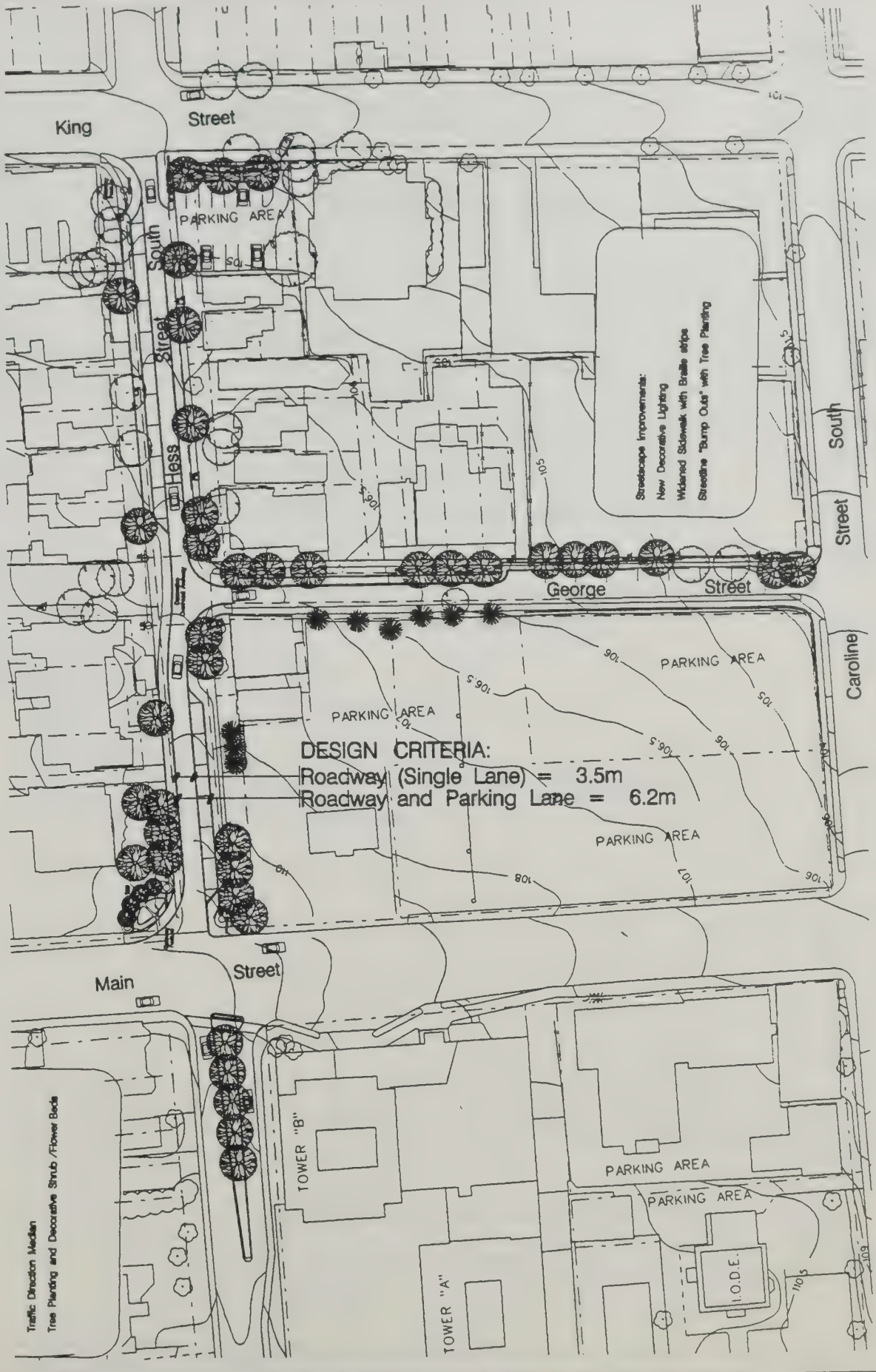
The reconstruction of Hess Street South between King and Jackson Streets and George Street from Hess Street South to approximately 65m easterly is included in the Proposed 1999 Capital Budget as part of the Downtown Hamilton Improvement Plan Phase III. The roadway design drawings are being prepared and work on the overhead and underground utilities will begin during the winter months and be completed by the Spring, weather permitting. Road and sidewalk reconstruction is scheduled for September 1999.

The roadway on Hess Street South is proposed to have a cross-section to provide for a 3.5 m wide vehicle lane and a 2.7m wide parking lane between King and Main Streets and a narrowing from 12.0m to 9.0m between Main and Jackson Streets.

The roadway on George Street is proposed to be narrowed to 3.3 m from the existing 6.0m between Hess Street South and approximately 65m easterly. A proposed conceptual layout plan is attached.

RPM/rb
attach.

c.c. D. Y. Onishi, Director, Design and Construction
c.c. W. Plessl, Co-ordinator of Park Development & Maintenance



City of HAMILTON

Project: Hess and George Street Streetscape Development

Title: Site Plan

(Proposed Conceptual Layout)

Date: Jan./99

Scale: 1:1250

Dwg. No.

PARK DEVELOPMENT AND REDEVELOPMENT
1999-2008
(Assume An Annual 3% Inflation Rate)

	PROJECT NAME	1999 Funding Allotment ($600,000.00)	Future Funding Allotment	2000 Funding Allotment ($600,000)	2001 Funding Allotment ($600,000)	2002 Funding Allotment ($600,000)	2003 Funding Allotment ($600,000)	2004 Funding Allotment ($600,000)	2005 Funding Allotment ($600,000)	2006 Funding Allotment ($600,000)	2007 Funding Allotment ($600,000)	2008 Funding Allotment ($600,000)
46	Jerome Park		$300,000									
47	Carpenter Park		$300,000									
48	Broughton West Neigh. Park		$300,000									
49	Andy Warburton Park		$50,000									
50	St. Agnes Park		$20,000									
51	Fonthill Park		$40,000									
52	Hampton Park		$150,000									
53	Veevers Park		$200,000									
54	Arcade Park		$150,000									
55	HAAA		$250,000									
56	Bobby Kerr Park		$250,000									
57	Rickmans		$300,000									
58	Schwenger Park		$300,000									
59	North Central		$200,000									
60	Thorner Park		$120,000									
61	Roxborough Park		$40,000									
62	Allison Neigh. Park		$300,000									
63	Sam Manson		$160,000									
64	Falkirk Park		$150,000									
65	Kernigham Neigh. Park		$150,000									
66	Gershome Neigh. Park		$150,000									
67	Dover Park		$150,000									
	Total Page 3	$0	$4,030,000	$0		$0	$0	$0	$0	$0	$0	$0
	Total Page 1, 2, & 3	$600,000	$10,430,236	$600,000	$600,000	$600,000	$600,000	$600,000	$600,000	$600,000	$600,000	$600,000

2(a)(vi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 November 13

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo, Commissioner
Department of Public Works and Traffic

SUBJECT: Vendor Program for Selected Street Locations
– Authority to Issue Request for Proposals

RECOMMENDATION:

a) That the Commissioner of Public Works and Traffic be authorized to finalize and issue a Request for Proposals to solicit vendor operators for approved locations based on a term of three years commencing 1999, and

b) That the following locations be approved for vendor operations:

One vendor at:
Southwest corner – James Street and King Street West
Stelco Tower (north side of King Street West)
City Hall forecourt
Court House (between Hughson St. and John St. S.)
Northeast corner – King St. W. and Bay St. at
Standard Life Building, and

c) That HECFI be authorized to establish two (2) vendor operations as part of its food services program at the following locations:

Southeast corner – Bay Street and York Street

Bay Street at Copps Coliseum – main entrance to Box Office, and

d) That all revenues and maintenance expenditures resulting from the Bay Street / Copps Coliseum locations be assigned to HECFI, and

e) That a Review Committee comprised of the Commissioner of Public Works and Traffic (or designate), the Special Events Liaison Officer and Purchasing Division representative be authorized to receive and review submissions using evaluation criteria attached to this report and dated November 1998 and recommend vendor operators for consideration by the T&E Committee, exclusive of the HECFI/Copps Coliseum locations, and

f) That the General Manager, Finance be requested to ensure that appropriate accounting procedures are in place for the program, and

g) A draft agreement be prepared in a form satisfactory to the City/Regional Solicitor for recommendation by the Review Committee.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The financial return to the City cannot be determined at this time, however, for the recently expired three-year vendor program, revenues proposed by successful operators for the sites recommended in this report, totalled $29,251.

From a revenue/expenditure perspective it is important that the accounting procedures for this program recognize that the full revenue payment is received at the outset of the three-year contract period. However, maintenance-related expenditures and Departmental responsibilities extend for the life of the contract; hence a funding source for years two and three is required. For the vendor contracts beginning in 1996 and expiring this year, like circumstances existed regarding the City's receipt of revenue vs. program expenditures, and a review to determine the appropriateness of established procedures is considered timely.

For the Bay Street-Copps Coliseum locations, this report recommends approval of two locations in areas where conflicts between pedestrian traffic entering/leaving the building and vendor operations are minimal. Further, given the responsibilities of HECFI for crowd control and a range of customer services during events, this report also recommends that administrative requirements for street vendor operations at this facility be assigned to HECFI.

Correspondence on file from HECFI dated November 18, 1998 indicates this arrangement is acceptable. Further, staff understand that upon expiration of the existing contract for delivery of food services in June 1999, a new five-year agreement will follow and that the successful party(s) will be responsible for indoor and outdoor food services.

There are no staffing changes associated with this recommendation. The administration of the park and street vendor program is co-ordinated by the Manager of Parks with

assistance from the department's Special Events Liaison Officer and Purchasing Division staff.

The law Department will be required to complete any necessary agreements between the City and successful operators.

BACKGROUND:

At its meeting of April 11, 1995, City Council approved a recommendation of the Finance and Administration Committee permitting street vendors to set up operations at 16 specified sites, primarily in the downtown area.

Bids were received in response to a Request for Proposal call and using approved criteria for evaluating submissions, a selection committee of staff and elected officials completed the review process and recommended candidates for a three-year period. Due to market conditions and re-consideration of revenue vs. cost projections, a number of the approved vendors decided against proceeding any further. On this basis, the sites recommended in this report are fewer in number compared against the 1996-98 contract period. However, based on experience to date, vendors are expected to show interest in these locations as they offer potential for a favorable return on investment made. The recommended sites are illustrated on the attached location map.

The evaluation criteria approved in 1995 remain relevant, but have been modified to include past performance at a City location as an additional consideration, if applicable (see attached copy).

Following completion of the RFP process, anticipated for early 1999, staff will forward a recommendation report for consideration of the Transport and Environment Committee with support material on overall private sector response and resulting financial benefits to the City.

Finally, it is noted that a similar report has been forwarded to the Parks and Recreation Committee for consideration of vendor and concession operations at selected park locations.

RWC/mc
Attachments

cc: Alderman, A. Horwath, Alderman Ward 2
Alderman, R. Corsini, Alderman Ward 2
Alderman, T. Anderson, Chair HECFI
A. Ross, General Manager Finance
R. Roszell, City/Regional Solicitor
R. W. Chrystian, Manager of Parks

NOVEMBER 1998

EVALUATION CRITERIA

1. Quality of Proposal

   - completeness of Proposal Form;
   - professionalism; and
   - complies with submission instructions

2. The fee for right to sell at site.

3. Capacity to Perform

   - financial capacity;
   - related experience;
   - past performance at City location, if applicable
   - knowledge of local market conditions;
   - ability to comply with City Insurance Standards and all licences and permits;
   - appropriateness of the goods proposed to be sold in relationship to adjacent business or other street vendors; and
   - bidder's proposal (goods or food to be sold) does not conflict with adjacent business within 300 feet.

4. Location Standards

   - bidder's consideration to public safety, vehicular safety and commercial ambiance of the street, and
   - creation of a map designating proposed vending location within selected site.

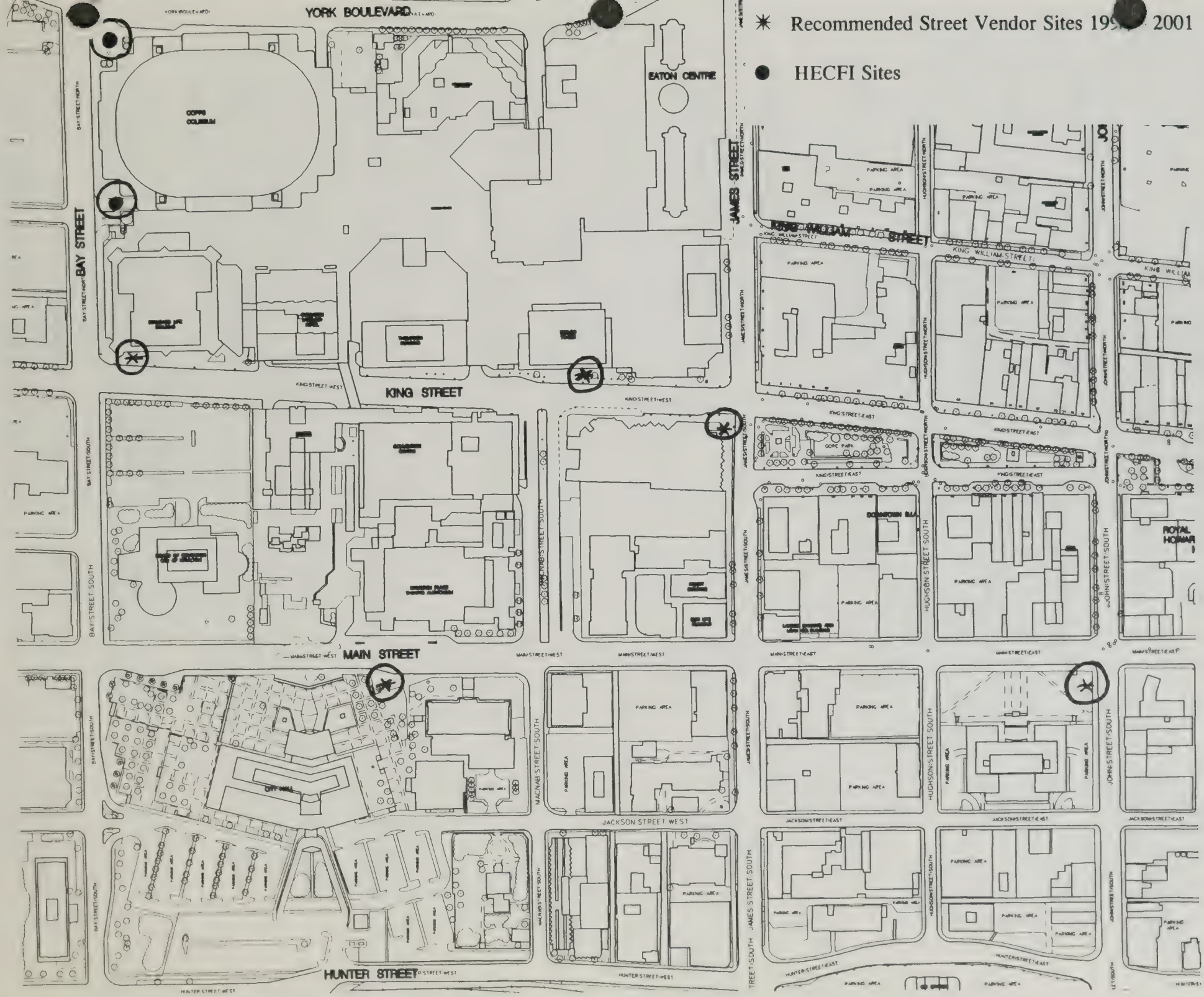
5. Types of goods sold and suggested prices.

6. Operational Plan

   - proposed daily service hours.

7. Uniform Cart Designs

   - ability to meet specifications and guidelines for cart designs;
   - attractive to street;
   - colourful;
   - imaginative;
   - durable;
   - readily movable by Vendor;
   - food cart complies with all health regulations for products proposed for sale; and
   - photograph and/or conceptual drawing of the cart.


Recommended Street Vendor Sites 199 2001
HECFI Sites
YORK BOULEVARD
EATON CENTRE
BAY STREET
JAMES STREET
KING STREET
KING STREET WEST
KING STREET EAST
KING WILLIAM STREET
MAIN STREET
JACKSON STREET WEST
HUNTER STREET
HUNTER STREET WEST
HUNTER STREET EAST
BAY STREET SOUTH
JAMES STREET SOUTH
MACNAB STREET SOUTH
HUGHSON STREET SOUTH
JOHN STREET SOUTH
PARKING AREA
GORE PARK
ROYAL

CITY OF HAMILTON

- RECOMMENDATION -

2(b)(i)

DATE: 1999 January 5
File No. TEC-020-99 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Munn Street and East 33rd Street – Intersection Control

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersection of Munn Street and East 33rd Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000 annually.

BACKGROUND:

Alderman Tom Jackson has advised of a request from Mrs. Cheryl Blais, 79 East 33rd Street, that four-way stop control be implemented at the intersection of East 33rd and Munn Streets.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Munn is required to stop for northbound and southbound traffic on East 33rd. Records indicate that the intersection has experienced an average of 0.71 collisions per year over the past seven years. This is a good collision record for this type of intersection.

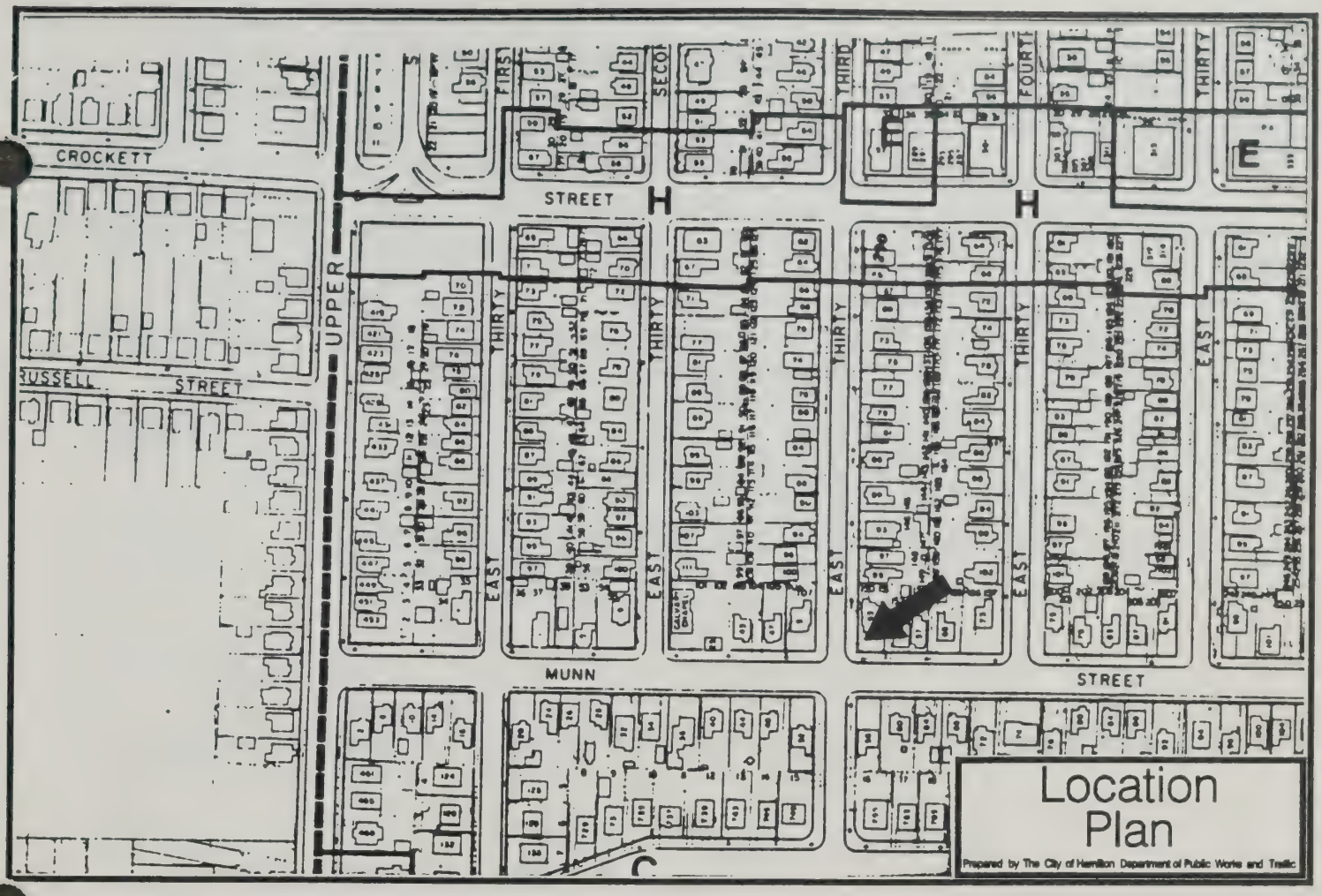
Presently, northbound and southbound traffic on East 33rd is required to stop at five of the six intersections between Concession and Fennell. Staff would consider an additional stop on East 33rd at Munn to be over-restrictive and unnecessary.

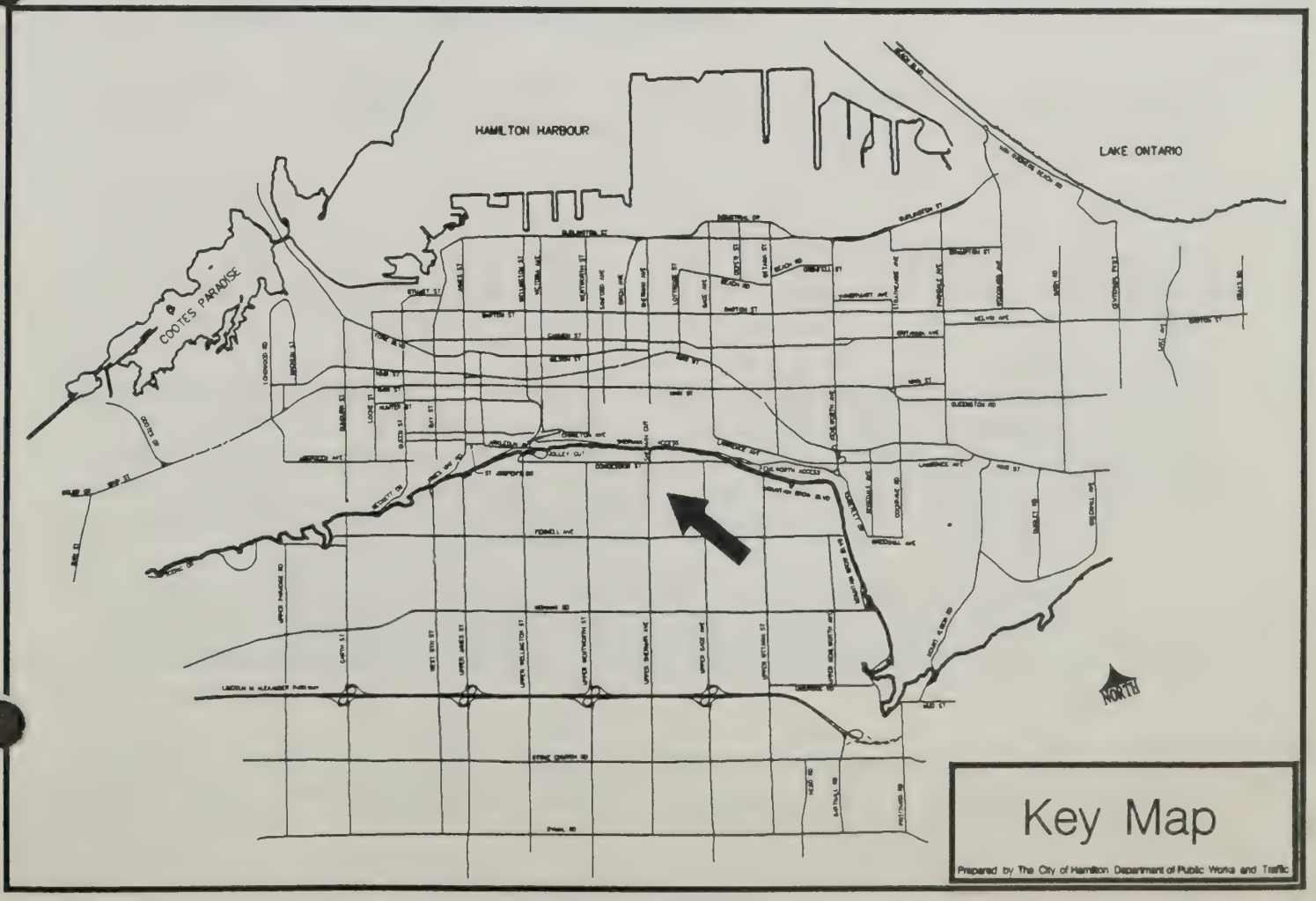
Staff has assessed this request and have our usual concerns respecting unwarranted four-way stops, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have

no effect on the speed and volume of traffic, and unwarranted stop signs create disrespect for the device by the motorists to the extent that the compliance of stop signs is deteriorating every year.

For the above-noted reasons, staff does not support the request for all-way stop control at the intersection of East 33rd and Munn.

CVB/MBH/klk


CROCKETT
STREET
H
H
UPPER
RUSSELL
STREET
THIRTY
EAST
MUNN
STREET
C
Location
Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

- RECOMMENDATION -

2(b)(ii)

DATE: 1999 January 5
File No. TEC-021-99 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Mount Pleasant Drive and Templemead Drive
- Intersection Control

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Mount Pleasant Drive and Templemead Drive.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000 annually.

BACKGROUND:

Alderman Tom Jackson has advised of a request from Mr. and Mrs. E. Moore, 703 Templemead Drive, that three-way stop control be implemented at the intersection of Mount Pleasant Drive and Templemead Drive.

The subject intersection is a "T" type intersection, and presently, southbound traffic on Mount Pleasant is required to stop for eastbound and westbound traffic on Templemead. Records indicate that there have been no reported collisions at this intersection in the past eight years. Thus, the implementation of three-way stop control could not improve upon this excellent collision record.

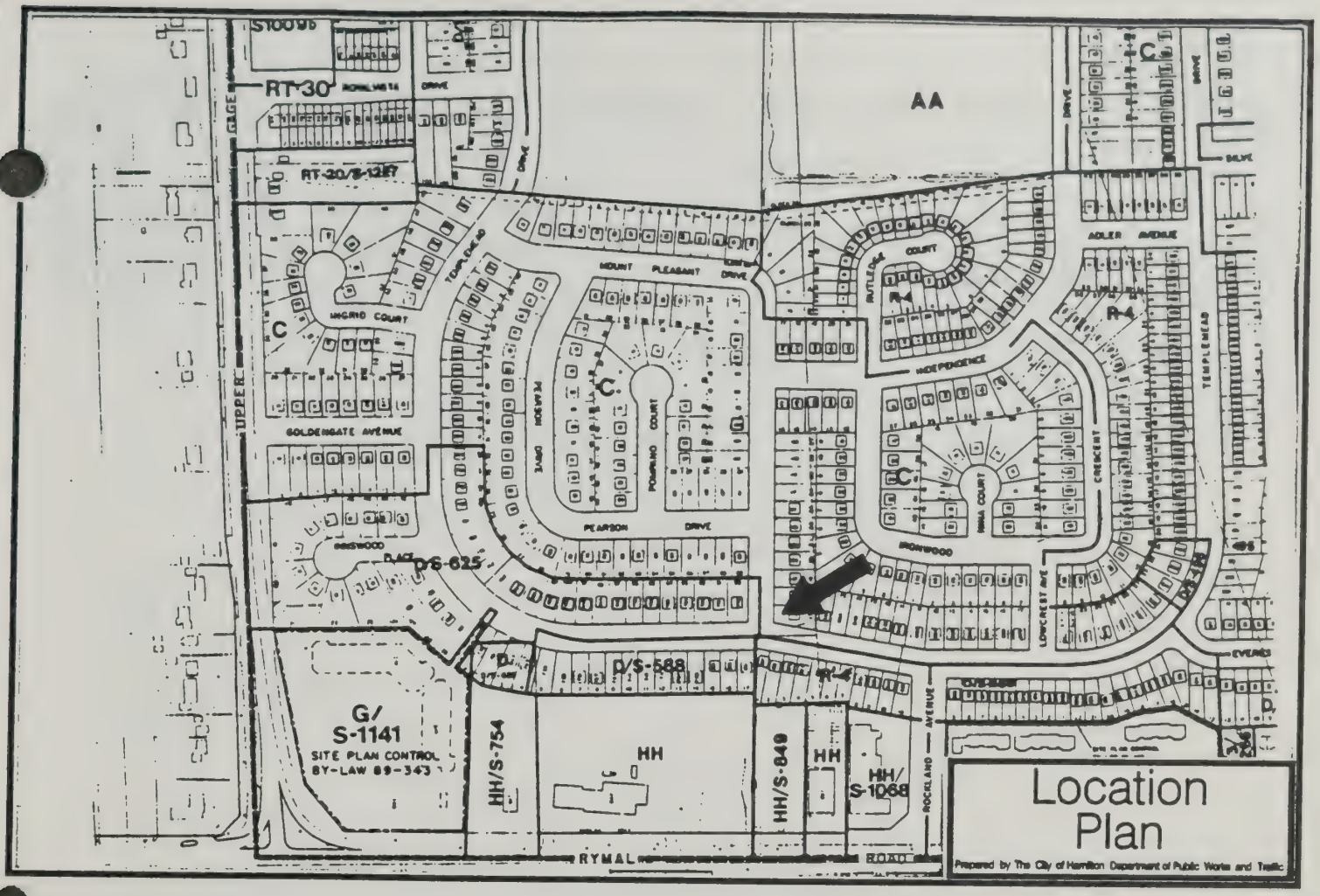
Presently, there is an existing three-way stop control one block east of the subject intersection at Rockland and one block west of the subject intersection at Innswood. Staff would consider an additional stop on this section of street to be over-restrictive and unnecessary.

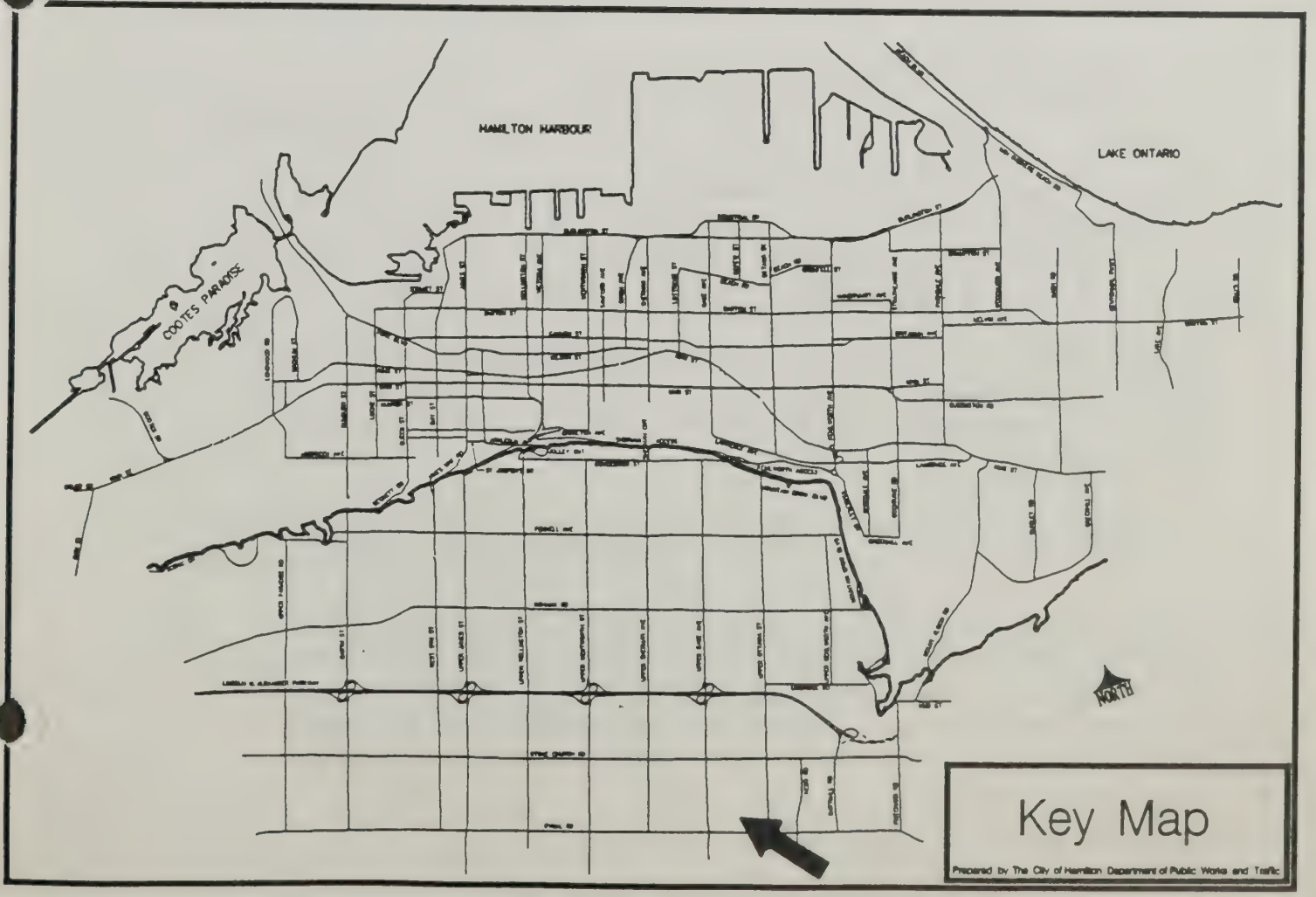
Staff has assessed this request and must advise of concerns regarding the use of unwarranted all-way stop control, including the fact that there is no collision problem at this intersection, stop signs have no effect on the speed or volume of traffic on a

particular street, stop signs have extremely harmful environmental affects and unnecessary stop signs create disrespect for the device by the motorist to the extent that the compliance with stop signs is deteriorating every year.

For the above-noted reasons, staff does not support the request for all-way stop control at the intersection of Mount Pleasant and Templemead.

CVB/MBH/klk


RT-30
RT-30/S-1287
AA
C
R-4
G/
S-1141
SITE PLAN CONTROL
BY-LAW 89-343
P/S-625
P/S-588
HH/S-754
HH
HH/S-849
HH
HH/
S-1068
RYMAL ROAD
Location
Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTW

Office of the Clerk
71 Main Street West, 1st Floor
P.O. Box 910
Hamilton, ON L8N 3V9

Tel
Fax. (905) 546-2546
lsohal@hamilton-went.on.ca
www.hamilton-went.on.ca

3(a)

December 7, 1998

Joseph Schatz
Clerk
City of Hamilton
71 Main Street West, 1st Floor
Hamilton, Ontario
L8N 3T4

Dear Mr. Schatz:

Regional Council, at its meeting held on Tuesday, November 17, 1998 adopted Items 14 and 15 and received Information Item (f) and (i) (viii) and (xii) of Environmental Services Committee Report 10-98, as follows:

14. Letter of Agreement for a Compliance Program Taro Aggregates Ltd. (ENV93067(I))

a) That the Commissioner of Transportation be authorized and directed to proceed, independently from the Taro agreements, with preparation of a business case for computerized salt spreading equipment, with implementation as soon as is practicable and affordable;

b) That a copy of the Region's Salt Reduction Pilot Project, attached to Report ENV93067(F), be forwarded to the six area municipalities and they be encouraged to reduce the amount of salt used on the roads;

Item 5.2(a) and (b)

15 Letter of Agreement for a Compliance Program Taro Aggregates Ltd.(ENV93067(I))

j) That the Commissioner of Environment be authorized and directed to perform additional leachate testing independently on the discharge from the closed Taro West Quarry Landfill to the Regional sanitary sewer system to ensure that the discharge will not adversely impact the operation of the Woodward Avenue Waste Water Treatment Plant;

k) That Item 16 of Environmental Services Committee Report 15-96 respecting Letter of Agreement for a Compliance Program – Taro Aggregates Ltd. (ENV93-067(D), approved by Regional Council on December 17, 1996, be amended by extending the termination date of the Letter of Agreement for Compliance Program, outlined in subsection (a), from "October 31, 1998" to "March 31, 1999", on the condition that the Commissioners of Environment and Legal Services be authorized and directed to negotiate an agreement with Taro Aggregates Limited that is environmentally and financially acceptable to the Region, and that includes all Regional costs incurred in negotiating this Agreement;

l) That the agreement outlined in sub-section (b), and the enforcement measures, be reported back to the Environmental Services Committee prior to March 31, 1999."

Information Item (f) **Letter of Agreement for a Compliance Program Taro Aggregates Ltd. (ENV93067(I)**

i) Sub-section (c) was **TABLED,** as follows:

"That the City of Stoney Creek resolution dated October 27, 1998 be supported as follows:

"That the Council of the Corporation of the City of Stoney Creek requests that the Region of Hamilton-Wentworth continue to pursue the most safe and effective means of dealing with the compliance requirements related to leachate discharge from the Taro site and further that the City of Stoney Creek be consulted and involved throughout the process. At this time the chloride treatment plant is premature at the Taro landfill site." **Item 5.2(c)**

Information Item (i) **The following items were RECEIVED:**

xix) **Correspondence** received from Ian Neville, City Engineer, City of Stoney Creek, advising of the City of Stoney Creek's initiatives respecting a comprehensive salt reduction program for City and Regional roads in 1996 as part of their Continuous Improvement Initiatives, as identified in sub-section (b) of Report ENV93067(I)
New Business #3 (Attachment)

Should you have any questions or concerns with respect to this matter, please do not hesitate to contact the Office of the Clerk at (905) 546-2148.

Yours truly,

Lynda Sohal, A.M.C.T.
Legislative Assistant

5.2

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1998 October 30
Peter K. Dunn File: TARO/West

REPORT TO: Chairman and Members
Environmental Services Committee

FROM: L. Gohier, P. Eng.
Acting Commissioner
Regional Environment Department

SUBJECT: **Letter of Agreement for a Compliance Program**
Taro Aggregates Ltd. (ENV93067(I))

RECOMMENDATION:

a) That the Commissioner of Transportation be authorized and directed to proceed, independently from the Taro agreements, with preparation of a business case for computerized salt spreading equipment, with implementation as soon as is practicable and affordable;

b) That a copy of the Region's Salt Reduction Pilot Project, attached to Report ENV93067(F), be forwarded to the six area municipalities and they be encouraged to purchase equipment that reduces the amount of salt used on the roads;

c) That the City of Stoney Creek's resolution dated October 27, 1998 be supported as follows:

> "That the Council of the Corporation of the City of Stoney Creek requests that the Region of Hamilton-Wentworth continue to pursue the most safe and effective means of dealing with the compliance requirements related to leachate discharge from the Taro site and further that the City of Stoney Creek be consulted and involved throughout the process. At this time the chloride treatment plant is premature at the Taro landfill site."

d) That the Commissioner of Environment be authorized and directed to:

i) Perform additional leachate testing on the discharge from the closed Taro West Quarry Landfill to the Regional sanitary sewer system to ensure that the discharge will not adversely impact the operation of the Woodward Avenue Waste Water Treatment Plant;

ii) Continue to pursue the most safe and effective means of dealing with the leachate discharge from the closed Taro West Quarry Landfill in accordance with the City of Stoney Creek Council resolution of October 27, 1998;

iii) I nvestigate options for the possible discharge of leachate from the Taro East Quarry Landfill to the Region's sanitary sewer system.

e) That Item 16 of Environmental Services Committee Report 15-96 respecting "Letter of Agreement for a Compliance Program - Taro Aggregates Ltd. (ENV93067 (D)", approved by Regional Council on December 17, 1996 be amended by extending the termination date of the Letter of Agreement for Compliance Program, outlined in sub-section (a), from "October 31, 1998" to "March 31, 1999".

L. Gohier, P. Eng.
Acting Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Jurisdiction of Region

1. Region has authority to regulate discharges to the Regional sanitary sewer system through Region's Sewer Use By-law

   Enforcement is by:

   (a) prosecution of by-law; or

   (b) entering into prescribed agreements under the Region's Sewer use By-law, including compliance agreements. Region cannot prosecute while agreement is in effect provided that discharger is not in default under agreement.

2. Region has no authority to dictate to discharger how compliance with the Sewer Use By-law is to be achieved.

Region's Options

1. Require that as of a specified date, Taro meet all parameters under the Region's Sewer Use By-law except those covered by a surcharge or overstrength agreement (i.e. chlorides and pH). If failure by Taro to meet all parameters by the specified date, Region may proceed with enforcement of by-law, including prosecution if necessary. Region cannot require Taro to build a leachate treatment plant.

2. Extend existing Compliance Agreement with Taro in order for Region to address City of Stoney Creek resolution and to perform additional leachate testing recommended by peer review of Pollutech International Limited report (Environment Department recommendation).

3. Agree to an alternative to compliance under the Region's Sewer Use By-law for chlorides. Region's Sewer Use By-law would have to be amended so that other persons in similar situations would be treated in a similar fashion.

SUSTAINABLE DEVELOPMENT IMPLICATIONS:

(Vision 2020, adopted by Regional Council as their vision for the future of Hamilton-Wentworth, embodies the concept of a sustainable community which is an equal balance of the economy, the environment, and social/health factors in all regional decision-making)

Referred to in earlier reports.

BACKGROUND:

Regional Council at its meeting on October 6, 1998 directed that Item 1 of Environmental Services Committee Report 7-98, respecting Letter of Agreement for a Compliance Program - Taro Aggregates Ltd., be referred to the Environmental Services Committee pending the receipt of the following information:

a) Clear comments from City of Stoney Creek Council respecting its Resolution No. 19-6, as presented to the Environmental Services Committee;

b) The formal position of the Community Liaison Committee (CLC) and Stoney Creek Residents Against Pollution (SCRAP) through their provision of current minutes indicated recorded attendance and votes of the meeting at which this subject was discussed;

c) A report from staff regarding the Region's jurisdiction with respect to this issue.

d) That the Region undertake an Independent Peer Review/Analysis of the verbal report presented by Pollutech International Limited, being the consultant retained by Taro Aggregates Limited."

This report deals with above items a), c) and d) only.

Attached as Schedule A to this report is a chronology of events related to the Taro Aggregates Ltd. Attached as Schedule B to this report is a list of staff reports to Environmental Services Committee related to Taro Aggregates Ltd.

Comments from City of Stoney Creek Council

The following recommendation was received from the City of Stoney Creek Council on October 27, 1998:

> "That the Council of the Corporation of the City of Stoney Creek requests that the Region of Hamilton-Wentworth continue to pursue the most safe and effective means of dealing with the compliance requirements related to leachate discharge from the Taro site and further that the City of Stoney Creek be consulted and involved throughout the process. At this time the chloride treatment plant is premature at the Taro landfill site."

It should be noted that the above recommendation could have a broader scope than just the leachate from the closed Taro West Quarry Landfill as the Taro site includes both the East and West Quarry Landfills.

Should the Region support the above recommendation, it would be necessary to extend the existing Compliance Agreement with Taro. An extension would be required to allow for reporting back to Committee and Council on the most effective means of dealing with all sewer use compliance requirements related to leachate discharge to the Regional sewer system from the Taro site. A further extension might be required should Taro build a leachate treatment plant at that site.

In the event that a leachate treatment plant is built at the Taro site, the City of Stoney Creek has informed the Region that both rezoning and site planning approval will be required.

To date all staff reports to the Environmental Services Committee on leachate have dealt only with the closed West Quarry Landfill. The East Quarry Landfill currently has its leachate treated off site, but as volumes increase this will become impracticable. Any decision on leachate treatment for leachate from the West Quarry Landfill will have implications on the leachate treatment for the East Quarry Landfill. Staff therefore recommend that options regarding the Region's involvement with leachate from both landfills be considered at the same time.

The Region's Jurisdiction with Respect to Taro's Leachate Discharge to the Region's Sanitary Sewer System

This item is dealt with in this report under the earlier heading of Financial/Staffing/Legal Implications.

Peer Review/Analysis of the Verbal Report Presented By Pollutech International Ltd.

Pollutech Environmental Limited was retained by Philip Services Corporation to conduct a review to determine if the West Taro Landfill leachate would be likely to have detrimental effects on the operation of the Woodward Avenue Wastewater Treatment Plant, or the quality of the effluent from the plant to Hamilton Harbour.

Conestoga-Rovers & Associates, a consulting engineering firm from Waterloo, carried out a peer review of the Pollutech report on behalf of the Region. Conestoga-Rovers & Associates is a well-known and respected firm. In order to conduct the peer review and provide a report of their findings, Conestoga-Rovers & Associates utilized staff with explicit knowledge in this field, and exceptional credentials. As a result of their review, Conestoga-Rovers & Associates found that it is generally considered an acceptable practice to treat landfill leachate at municipal wastewater treatment plants. They also concluded that the Pollutech report had several inadequacies with the methodology by which they made their conclusions. As a result, Conestoga-Rovers & Associates recommends that further analytical work be done.

A staff review of current literature has found a reference from David Jenkins of the University California at Berkeley, which indicates that influent flows with a 300 to 600 mg/L concentration of chlorides would pose no inhibitory effect on municipal activated sludge processes. Average chloride concentrations of the influent for the years 1995, 1996 and 1997 were 190 mg/L, 260 mg/L, and 183 mg/L respectively. It is also important to note that current influent chloride levels presently being treated do not impact on the ability of the Woodward Avenue Wastewater Treatment Plant to meet its current Certificate of Approval.

General science and current treatment practices would indicate that no detrimental impact from the treatment of landfill leachate at municipal wastewater treatment plants is to be expected. However, the additional work recommended by Conestoga-Rovers & Associates is warranted to scientifically validate the conclusions of the Pollutech report, and more specifically, the relationship between Taro leachate and the Woodward Avenue Wastewater Treatment Plant.

PKD:eb
Attach.

SCHEDULE "A"

CHRONOLOGY OF EVENTS

DATE	EVENT	OUTCOME
April, 1989	Region's Sewer Use By-law is passed and enacted • based on MOE Model Sewer Use By-law • chlorides not permitted in excess of 1500 mg/l	Implementation of by-law by Regional staff
June, 1993	Regional Council presented with problem at Taro West Quarry Landfill Site ("West Quarry"). The leachate plume generated at this closed landfill site was spreading and there was a potential negative on ground and surface waters in the area. Regional Council authorized the following: • a sanitary sewer connection to a Regional sewer for the discharge of leachate from the West Quarry • a compliance agreement with owner of West Quarry for chlorides and pH. Under agreement compliance to be achieved by July 31, 1995.	

DATE	EVENT	OUTCOME
June, 1995 & October, 1995	Regional Council authorized a peer review of preferred treatment option to be conducted by consultant retained by the Region (CH2M Hill).	Compliance Agreement extended to February 29, 1996
March, 1996 & October, 1996	Staff report to ESC, Peer Review by CH2M Hill indicated that leachate treatment system based on reverse osmosis preferred industrial standard for removal of chlorides but proposed leachate treatment system is not proven technology and is costly. Regional Council authorized Commissioner of Environment to investigate alternatives to pretreatment of leachate that would enable Taro to comply with by-law due to environmental problems associated with constructing a treatment plant.	Compliance Agreement extended to December, 1966
	Region establishes Round-Table on Emissions Trading Committee	ENV96-109

DATE	EVENT	OUTCOME
December, 1996	Alternative recommended by Commissioner of Environment is that Taro reduce parameter of concern (i.e. chlorides) in other ares by reducing road salt use by at least an equivalent amount to the chlorides contained in the leachate discharge. Regional Council authorized a pilot project on road salt as a means of reducing chloride loading to the environment.	Compliance Agreement extended to March 20, 1998 Pilot Project conducted from January 1, 1997 to March 20, 1998
July 1998	Regional Council authorized a full discussion of issue to take place at a special ESC meeting in September, 1998. Staff recommendation is for Taro to supply 104 automated salt spreaders with all associated costs being funded by Taro, as a means of reducing overall chloride loads in the Region.	Compliance Agreement extended to October 31, 1998
October 1998	Regional Council referred item back to ESC pending receipt of additional information from Stoney Creek, CLC, SCRAP and Regional staff.	

SCHEDULE "B"

TARO AGGREGATES LTD.
ENVIRONMENTAL SERVICES COMMITTEE REPORT NUMBERS:

ENV93067
ENV93141
ENV93067(a)
ENV93067(b)
ENV93067(c)
ENV93067(d)
ENV93067(e)
ENV93067(f)
ENV93067(g)
ENV93067(h)
ENV96063
ENV96063(a)
ENV96-063(b)
ENV96109
ENV96109(a)

3(b)

CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE MUNICIPAL CLERK

****

TO: K. C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: J. J. Schatz
Municipal Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: **Placement of all Utility Wires and Cables Underground**

DATE: 1998 December 10th

City Council at its meeting held 1998 December 8th approved the following resolution respecting the placement of all utility wires and cables underground.

> "That the Transport and Environment Committee be requested to investigate the feasibility and cost of requiring the placement of all utility wires and cables underground."

Would you please forward this issue to the Transport and Environment Committee per Council's direction.

J. J. Schatz per K. C. Christenson
Acting Clerk.

JJS/mjw

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1999 January 18th
9:30 o'clock a.m.
Room 233, City Hall

AGENDA:

A. **ADOPTION OF THE MINUTES**

Adoption of the minutes of the Transport and Environment Committee meeting held 1999 November 30th

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) East Side of Bell Avenue, south of Queenston Road

(b) 81 East 23rd Street – Discharge of a Residential Boulevard Parking Agreement

(c) No. 24 Allan Avenue
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(d) Delmar Drive, east of Columbia Drive

(e) Laurier Avenue adjacent to Buchanan Park School

(f) No. 61 Picton Street West
Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(g) No. 185 Fairfield Avenue
Request to Remove a Reserved 'Permit Parking" Space for a Disabled Resident

(h) South side of Crockett Street, east of East 32nd Street

(i) Parking Regulations on East 36th Street adjacent to Peace Memorial School

(j) Crockett Street from East 39th Street to Upper Gage Avenue

(k) Elaine Court, north of Sinclair Court

(l) No. 59 Keith Street – Request to remove a reserved "Permit Parking" Space

(m) Beach Road between Avondale Avenue and Albemarle Avenue

(n) No. 65 Marion Avenue
Request to Relocate a Reserved "Permit Parking"
Space for a Disabled Resident

(o) Hess Street North, north of Barton Street West

(p) Parking Regulations on Glen Echo Drive adjacent to Glen Echo School

(q) Parking Regulations on Kingslea Drive adjacent to Huntington Park School

ii. **Intersection Control**

Intersections of John Street North and Simcoe Street East and John Street North and Picton Street East

iii. **Miscellaneous**

(a) No. 18 Barons Avenue
Request to remove a "No Stopping, Wheelchair Loading Zone"

(b) Hess Street Village Pedestrian Mall By-law No. 80-179 – By-law Amendments

(c) West side of Grosvenor Avenue North, north of Cannon Street East
Request to Remove a Loading Zone

(d) No. 44 East 12th Street – Request for a Wheelchair Loading Zone

(e) West side of Redmond Drive,
north of Stone Church Road East – Driveway Clearance

iv. **City Engineer**

(a) Discharge of Outdoor Boulevard Café Agreement – 5 King William Street

(b) To Incorporate certain City Land into various streets by By-laws

(c) 1998 Servicing Expenditures Related to Subdivisions

v. **Public Works**

(a) Keep Hamilton Clean Committee – Appointment of New Members

(c) Public Works and Traffic Department
Streets, Fleet Services and Traffic Divisions
1999-2008 Provisional Capital Budget

C. **MUNICIPAL CLERK**

Bus Shelter Installation
Upper Wentworth Street at Mohawk Road East

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

1. (A)

Monday, 1998 Novembe
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present:
Alderman C. Collins, Chairman
Alderman D. Wilson, Vice-Chairman
Alderman M. Kiss
Alderman A. Horwath
Alderman B. Morelli
Alderman T. Jackson
Alderman T. Anderson
Alderman F. D'Amico

Absent:
Mayor R. M. Morrow, City Business

Also Present:
Price, Hamilton Safety Council
D Lobo, Commissioner of Public Works and Traffic
M. Hazell, Public Works and Traffic Department
Reg Meiers, Public Works and Traffic Department
C. Van Berkel, Public Works and Traffic Department
H. Solomon, Public Works and Traffic Department
P. Hooker, Law Department
G. Aston, Roads Division
Tina Agnello, Acting Secretary

1. **DELEGATION:** (9:30 o'clock a.m.)

A by-law to stop-up, close and sell a portion of Scenic Drive

The Committee was in receipt of a report dated 1998 November 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the appropriate By-law be prepared to the satisfaction of Corporate Counsel, to stop-up and close a portion of Scenic Drive being described as Parts 1, 2 and 3, on Plan 62R-14782:

(a) retaining Parts 1 and 3, on Plan 62R-14782; and,

(b) selling Part 2, on Plan 62R-14782

be enacted by Council.

2. **CONSENT AGENDA**

A. **ADOPTION OF THE MINUTES**

The minutes of the Transport and Environment Committee meeting held 1998 November 2 were adopted as circulated to the Members.

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) No. 508 Dunsmure Road – Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1998 November 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 8:00 a.m. to 6:00 p.m., Seven Days a Week" regulation be implemented on the west side of Edgemont Street North commencing at a point 23 feet south of Dunsmure Road and extending to a point 26 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) Brant Street between Wentworth Street North and Niagara Street

The Committee was in receipt of a report dated 1998 November 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the both sides of Brant Street between Wentworth Street and Niagara Street be replaced with a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Tragina Avenue North between Britannia Avenue and the Pipeline Park**

The Committee was in receipt of a report dated 1998 November 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "Alternate Side Parking" regulation on Tragina Avenue North be replaced with a full-time "No Parking" regulation on the west side of the street, commencing at Britannia Avenue and extending to a point 260 feet northerly therefrom, and a full-time "Permit Parking" regulation on the east side of the street, commencing at Britannia Avenue and extending to a point 263 feet northerly therefrom, and that the City Traffic By-law, No. 89-72, be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized and directed to issue, upon request, up to a maximum of eight parking permits to eligible applicants whose properties abut the requested regulation.

(d) **No. 144 Ray Street North**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 November 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Ray Street North commencing at a point 212 feet north of York Boulevard and extending to a point 17 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Ron DePaulo, No. 144 Ray Street North.

(e) **Bay Street North between Strachan Street and Burlington Street West**

The Committee was in receipt of a report dated 1998 November 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" regulation on the west side of Bay Street North between Strachan Street and Burlington Street West be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) **No. 409 Fairfield Avenue**
Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 November 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Fairfield Avenue commencing at a point 471 feet north of Vansitmart Avenue and extending to a point 19 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Sherri Blainey, No. 409 Fairfield Avenue.

(g) **No. 11 Ferndale Avenue**
Request to Relocate the Existing Wheelchair Loading Zone

The Committee was in receipt of a report dated 1998 November 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing full-time "Wheelchair Loading Zone" regulation on the east side of Ferndale Avenue commencing at a point 121 feet south of Dunkirk Drive and extending to a point 28 feet southerly therefrom be relocated such that the regulation commences 140 feet south of Dunkirk Drive and extends to a point 28 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **Colin Crescent**

The Committee was in receipt of a report dated 1998 November 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That an "Alternate Side Parking" regulation be implemented on Colin Crescent from end to end such that parking is prohibited:

(i) on the west side of the street during the months of December, January, February and March, and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and,

(ii) on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(i) **Napier Street between Pearl Street North and Ray Street North**

The Committee was in receipt of a report dated 1998 November 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

A discussion ensued regarding the possibility of having a combination of permit parking and 3 hour parking.

The Committee resolved that the matter be tabled.

ii. **Intersection Control**

Intersection of Republic Avenue and Brigade Drive

The Committee was in receipt of a report dated 1998 November 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing eastbound and westbound stop control on Brigade Drive at Republic Avenue be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Miscellaneous**

(a) Contractual Parking Enforcement Services for 1999

The Committee was in receipt of a report dated 1998 November 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Canadian Corps of Commissionaires (Hamilton) for parking enforcement services for 1999, in accordance with the conditions of the vendor's quote attached hereto as Appendix "A" as follows:

Master Warrant Officer	-	$12.64/hr
Commissionaire	-	$11.27/hr

(b) North side of Brampton Street, west of Brighton Avenue – No Stopping Driveway Clearance

The Committee was in receipt of a report dated 1998 November 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a full-time "No Stopping" driveway clearance be implemented on the north side of Brampton Street, commencing at a point 181 feet west of Brighton Avenue and extending to a point 140 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) Taxi Stand on Hess Street North adjacent to Hess Street School

The Committee was in receipt of a report dated 1998 November 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Taxi Stand, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the west side of Hess Street North commencing at a point 82 feet north of York Boulevard and extending 60 feet northerly be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Supply and Delivery of Sign Sheeting during 1999**
Public Works and Traffic Department

The Committee was in receipt of a report dated 1998 November 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to 3M Canada Inc., London, Ontario, for the supply and delivery of traffic sign sheeting as and when required during 1999 by the Public Works and Traffic Department, as per the prices submitted by 3M Canada Inc. on their tender dated 1998 January 6, being a continuation of pricing received and approved in 1998, and that this expenditure be financed through the Traffic Signs Materials Account No. CH-56154 75999.

(e) **Confederation Park Bus Route – Bus Stop Installations**

The Committee was in receipt of a report dated 1998 October 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following Hamilton Street Railway (HSR) bus stops be installed:

Route No. 56 CONFEDERATION PARK

Add - Northbound	Centennial Parkway North, east side, 47 feet south of Arrowsmith Road (N/S); and,
Add - Northbound	Centennial Parkway North, east side, 62 feet south of Goderich Road (N/S); and,
Add - Southbound	Centennial Parkway North, west side, 19 feet north of Goderich Road (N/S); and,
Add - Southbound	Centennial Parkway North, west side, 49 feet north of Arrowsmith Road (N/S); and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

iv. **City Engineer**

(a) To incorporate certain City land into the alley running east from Hughson Street and north of Main Street by By-law

The Committee was in receipt of a report dated 1998 November 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the City land being part of Lots 21, 22 and 23, Registered Plan 1431, designated as Part 5, on Plan 62R-10520 be incorporated into an existing 12 foot alley lying immediately north of said Lots 21, 22 and 23; and,

(b) That the By-law to carry out the incorporation of the said land into the foregoing alley be prepared to the satisfaction of the Corporate Counsel and be enacted by Council; and,

(c) That the Commissioner of Transportation be authorized and directed to register the By-law.

(b) 1998 Servicing Expenditures Related to Subdivisions

The Committee was in receipt of a report dated 1998 November 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the portion of Section 9 of the Ninth Report of the Transport and Environment Committee for 1990 adopted by City Council 1990 June 26 which refers to the approval of engineering schedules for **"Effort Gardens", Hamilton**, be deleted; and,

(b) That the revised submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in:

"Effort Gardens - Phase 1, Hamilton
City's share $ 86,049.68, Owner's share $ 781,439.32; and,

(c) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Effort Gardens -Phase 1", , Hamilton, as well as and any other related documents for these Subdivisions subject to the approval of the City Solicitor; and,

(d) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered; and,

(e) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered the owner should be allowed to do so at their own risk provided that the owner enters into a standard agreement with the City of Hamilton for pre-servicing.

v. **Public Works**

(a) **Rental of Additional Labour and Equipment for Snow Removal – 1997/1998 – 1998/1999 – 1999/2000**

The Committee was in receipt of a report dated 1998 November 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That purchase orders be issued to 2000 April 30, for the rental of additional labour and equipment for snow removal, in accordance with the specifications issued by the Purchasing Division and Vendor's tenders, detailed in the attached Appendix "B", and that this expenditure be financed through the Hired Equipment Clearing Account No. CH56602 60999.

(b) **Annual Supply and Delivery of Treated Sand**

The Committee was in receipt of a report dated 1998 November 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That purchase orders be issued for the supply and delivery of treated sand as and when required for the 1998-1999, 1999-2000, 2000-2001 winter seasons by the Department of Public Works and Traffic in accordance with specifications issued by purchasing and vendors' tenders and be financed through stock materials account no. CH 56197 60999, as follows:

Washington Sand & Gravel	1998	1999	2000
Delivered by Truck	$17.32/tonne	$17.84/tonne	$18.37/tonne

vi. **Parking Services**

(a) **Lease of Regional Lands at Nos. 77-79 Mary Street for the purpose of operating Two Municipal Car Parks**

The Committee was in receipt of a report dated 1998 November 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Regional Environmental Services Department be advised that the City wishes to renew the lease of Regional lands at Nos. 77-79 Mary Street for the purpose of operating two municipal car parks; and,

(b) That Car Park No. 29, which occupies the property at No. 79 Mary Street, be closed at least temporarily.

(b) **Municipal Car Park No. 39A, 314 Grosvenor Avenue North**

The Committee was in receipt of a report dated 1998 November 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That Municipal Car Park No. 39A, 314 Grosvenor Avenue North, be reopened on a trial basis for six months; and,

(b) That staff be directed to report back on the financial viability of keeping this municipal car park open on a permanent basis at the end of the six month trial period; and,

(c) That the Municipal Parking Facilities By-law No. 98-110 be amended to provide parking at the rate of $0.50 per hour at this location.

(c) **Car Park No. 7, Main Street East and Ferguson Avenue and Car Park No. 8, King Street East and Jarvis Street – Rate Structures**

The Committee was in receipt of a report dated 1998 November 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the parking rates at Car Park No. 7 (Main Street East and Ferguson Avenue South) and Car Park No. 8 (King Street East and Jarvis Street) be decreased as follows:

(i) from $1.10 per hour to $0.50 per hour; and,
(ii) from $64.49 per month to $50.00 per month; and,

(b) That a $3 maximum daily rate be established for these lots; and,

(c) That the Municipal Parking Facilities By-law No. 98-110 be amended accordingly.

C. **MUNICIPAL CLERK**

Bus Shelter Installation
Upper Wentworth Street at Mohawk Road East

The Committee was in receipt of a report dated 1998 November 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That approval be granted to the Hamilton Street Railway Company to enter into a Licence Agreement to construct and maintain a 5 foot by 11 foot bus shelter located on City lands on the north side of Mohawk Road East and Upper Wentworth Street (Sackville Hill Seniors' Centre), at an annual fee of $1, be credited to Account No. CH 44104 31106 (Rent/Fees – Civic Property); and,

(b) That it be understood and agreed that the Hamilton Street Railway Company remove said bus shelter if required by the City for any purpose, given thirty (30) days written notice without reservation; and,

(c) That it be understood and agreed that upon execution of the Transit Shelter Licence Agreement, the Hamilton Street Railway Company agrees to register said Agreement on Title to the City's lands and provide the City with a duplicate registered copy of said Agreement; and,

(d) That the Mayor and Municipal Clerk be authorized and directed to execute the necessary Licence Agreement in a form satisfactory to the Corporate Counsel.

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Reports

The Committee was in receipt of a report dated 1998 November 30 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports that were previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject	Date Distributed
Nov. 5th	Commissioner of Public Works and Traffic	Free On-Street Metered Parking December, 1998-12-08	Nov. 9th
Nov. 17th	Commissioner of Public Works and Traffic	1998 School Crossing Guard Awards Ceremony	Nov. 19th
Nov. 24th	Commissioner of Public	Rental of Additional Labour and Equipment for Snow Removal 1997/1998 – 1998/19999 – 1999/2000	Nov. 24th

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

(a) **PUBLIC WORKS DIVISION**

Additional Charges
Hot-in-Place Asphalt (H.I.P.) Recycling Program, Ref: C15-20-96

The Committee was in receipt of a report dated 1998 November 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Commissioner of Public Works and Traffic be authorized and directed to issue a purchase order to H.I.P. Hot-in-Place Recycling Equipment Inc. in the amount of $63,928.75 exclusive of GST for extra work in conjunction with the 1998 H.I.P. Program; and,

(b) That the additional cost be charged to the 1998 Reconstruction Program – Hot-in-Place Asphalt Recycling – Account CF 5200 529842013.

(b) **TRAFFIC DIVISION**

(i) **Rationalization of Regional Road System**

The Committee was in receipt of a report dated 1998 November 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

Hart Solomon advised that the Region had forwarded this to us for comment. It is a 38% transfer of roads to the City. In terms of maintenance and capital works, it appears to be a good proposal. There is concern regarding the City portion of taxes increasing as a result of the transfer. A discussion ensued regarding various roads and which should be City or Regional. Following

discussion, the Committee tabled the matter in order that additional information be presented regarding maintenance costs.

(ii) **Smart Moves Demonstration Project – King Street West**

Mr. Gill gave a brief presentation regarding the proposal.

The Committee was in receipt of a report dated 1998 November 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the City of Hamilton indicate to the Regional Municipality of Hamilton-Wentworth its support for a demonstration project showing the advantages and effects of narrowing King Street West, James Street to Bay Street, from five lanes to three, to be achieved using on-street parking and loading, to be undertaken as soon as practicable and to be funded from the Region's Smart Moves account.

***Alderman G. Copps and Alderman T. Anderson recorded opposed.**

(iii) **Intersection of Highridge Avenue and Isle Street**

The Committee was in receipt of a report dated 1998 November 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That three way stop control be implemented at the intersection of Highridge Avenue and Isle Street and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Parking Services Division**

(i) **York Boulevard Parkade**
Extension of the "Two Hour Free Parking" Program

The Committee was in receipt of a report dated 1998 November 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the "Two Hour Free Parking" program in the York Boulevard Parkade be continued; and,

(b) That staff monitor and report back annually on the effects that this program is having on the usage of the York Boulevard Parkade.

(ii) **Department of Public Works and Traffic, Parking Services Section (formerly the Parking Authority) – 1998 Current Budget**

The Committee was in receipt of a report dated 1998 November 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Department of Public Works and Traffic, Parking Services Section 1998 Current Budget, (Appendix "C" as distributed to Council under separate cover) reflecting a deficit of $734,420 be approved to be transferred to the Reserve for Off-street Parking; and,

(b) That the Commissioner of Public Works and Traffic be directed to develop and recommend a business plan to retire the debt and capital loan balance.

4. **OTHER BUSINESS**

(a) **Additional Report**
MetroNet Communications Limited
Licence Agreement for Telecommunications Cables

The Committee was in receipt of a report dated 1998 November 27 from the Senior Director, Roads respecting the subject matter.

The Committee approved the following recommendation:

(a) That staff be authorized and directed to negotiate the terms and conditions under which MetroNet Communications Limited would be permitted to place and maintain cable on, under and above City of Hamilton streets, and to utilize the facilities of other existing utility companies, for the purposes of establishing and maintaining a system of telecommunications within the City; and,

(b) That pending the execution of the aforesaid Licence Agreement, MetroNet Communications Limited may be permitted to place and maintain cable on, under and above City of Hamilton streets, at their own expense and liability, and on the condition that any such cable may be required to be removed at any time at the expense of MetroNet Communications Limited upon notice by the City, upon the issuance of a permit by the Commissioner of Transportation upon such terms and conditions as he deems appropriate; and,

(c) That the City of Hamilton Council endorse AMO Resolution 05-98 which recognizes that "private use of public lands must not result in costs or liabilities to property tax payers and that municipalities must be compensated for the use of these public lands", and forward this endorsement to the Province.

(b) **Alderman B. Morelli Request –**
Parking Regulation, Niagara Street

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Niagara Street commencing at a point 50 feet north of Brant Street and extending to a point 105 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue two parking permits to No. 57 Niagara Street and one parking permit to No. 59 Niagara Street (to a maximum of three) on a first come first served basis.

(c) **Alderman T. Jackson Request –**
Four Way Stop Control – Sherwood Rise and High Street

The Committee approved the following recommendation:

That four way stop control be implemented at the intersection of Sherwood Rise and High Street and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Alderman C. Collins Request -**
Parking Regulation – No. 72 Nicklaus Drive

The Committee approved the following recommendation:

That staff issue a one time limit exemption permit to Mr. P. Haylock, No. 72 Nicklaus Drive.

(e) **Provincial Gasoline and Tire Taxes**

Alderman Wilson proposed and the City approved the following recommendation.

That, as a result of the Province no longer funding Municipal road construction for which Provincial gasoline tax and tire tax ($5 per tire) is collected, the Province be requested to turn over to the City of Hamilton all revenues collected through this taxation.

5. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

ALDERMAN CHAD COLLINS, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Tina Agnello
Acting Secretary

1998 November 30th

/mjw

CITY OF HAMILTON

- RECOMMENDATION -

1.(B)(i)(a)

DATE: 1998 December 7
File No. TEC-003-99 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: East Side of Bell Avenue, south of Queenston Road – Parking Regulations

RECOMMENDATION:

That the existing "No Parking – Loading Only" regulation on the east side of Bell Avenue, commencing 155 feet south of Queenston Road and extending to a point 30 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget to cover the cost of removing the subject signs.

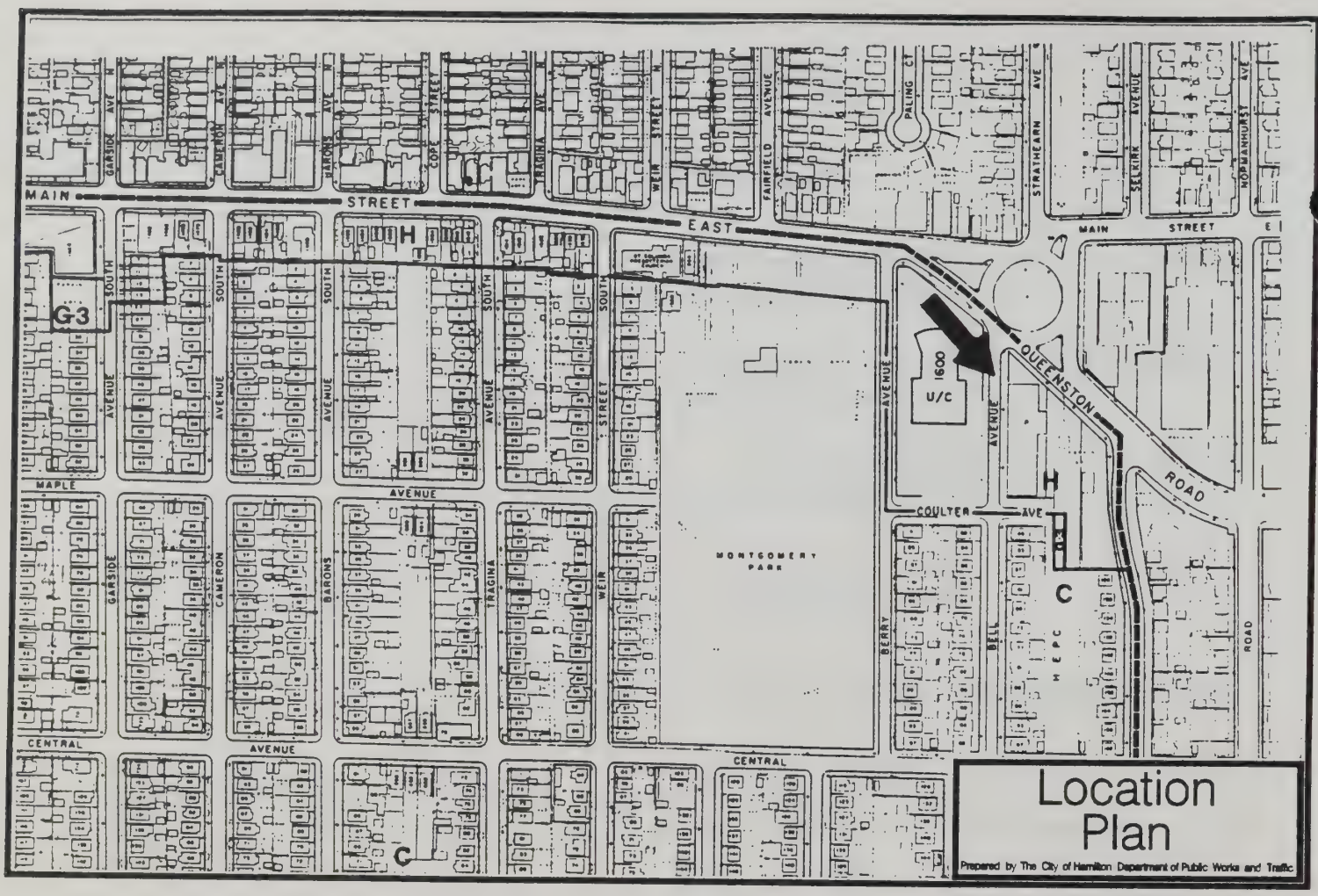
BACKGROUND:

Staff has received a request from Dave Goddard of DeWildt Chrysler, 1600 Main Street East, that the existing "No Parking – Loading Only" regulation on the east side of Bell Avenue, south of Queenston Road, be removed.

The subject regulation was implemented over 20 years ago for the previous car dealership which occupied these premises. Mr. Goddard has advised that the subject regulation is not required by their business and asked that it be removed. Staff has reviewed this matter and concurs with the request.

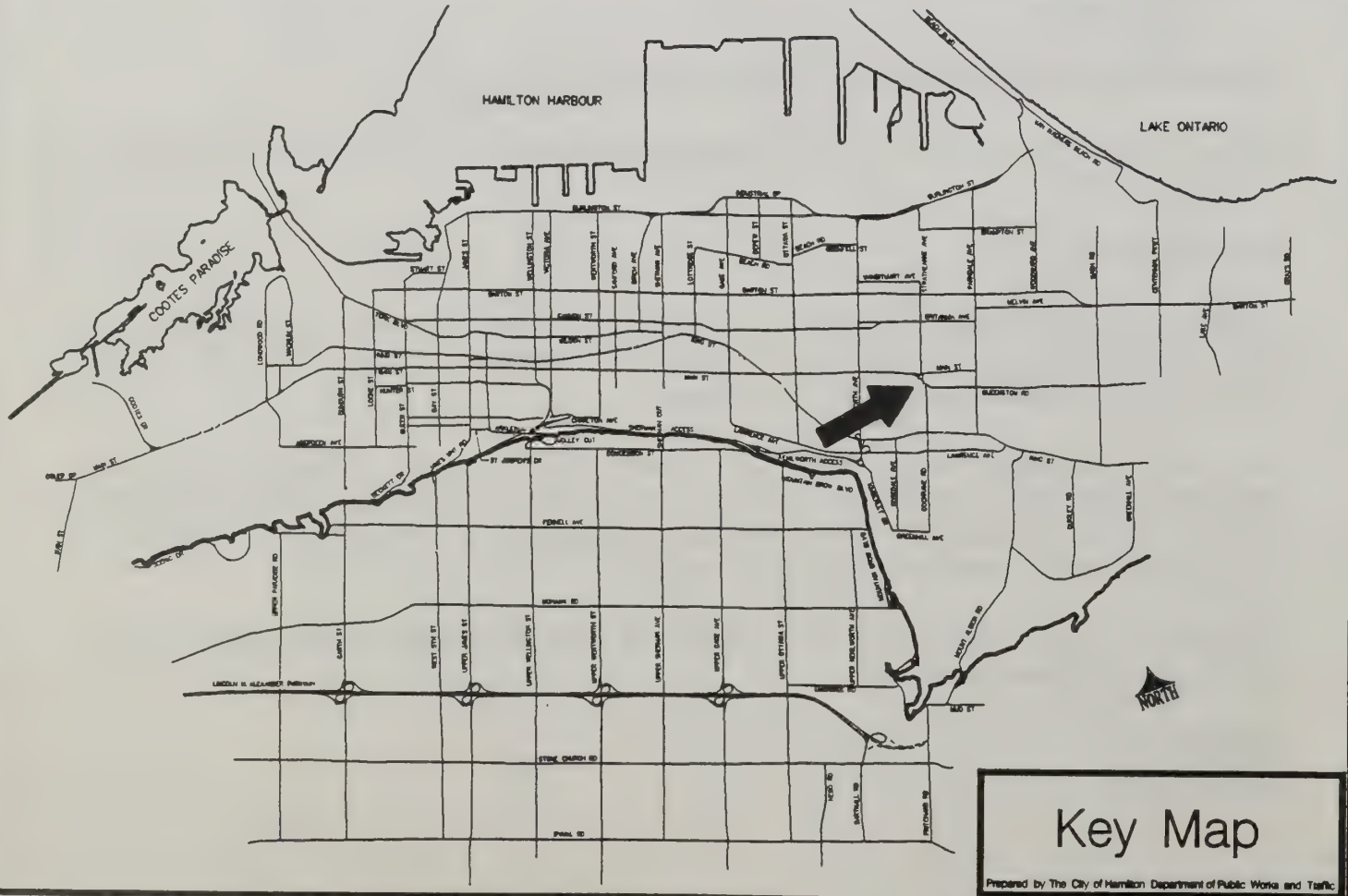
The removal of the subject regulation will restore one unrestricted parking space to the east side of the street in this area.

CVB/MBH/klk



Location Plan

Prepared by The City of Hamilton Department of Public Works and Traffic



Key Map

Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

1.(B)(i)(b)

- RECOMMENDATION -

DATE: 1998 December 7
File No. TEC-004-99 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: 81 East 23rd Street – Discharge of a Residential Boulevard Parking Agreement

RECOMMENDATION:

a) That the existing Residential Boulevard Parking Agreement registered as Instrument No. 102204 C.D. to the property at No. 81 East 23rd Street be discharged, at the property owner's expense; and,

b) That the City/Regional Solicitor be authorized and directed to process the documents in relation to the discharge of this agreement; and,

c) That the owner of the property be permitted to execute a revised Residential Boulevard Parking Agreement.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

In accordance with the present City Council policy, the property owner would be required to pay $20 to the City annually for insurance and administrative costs.

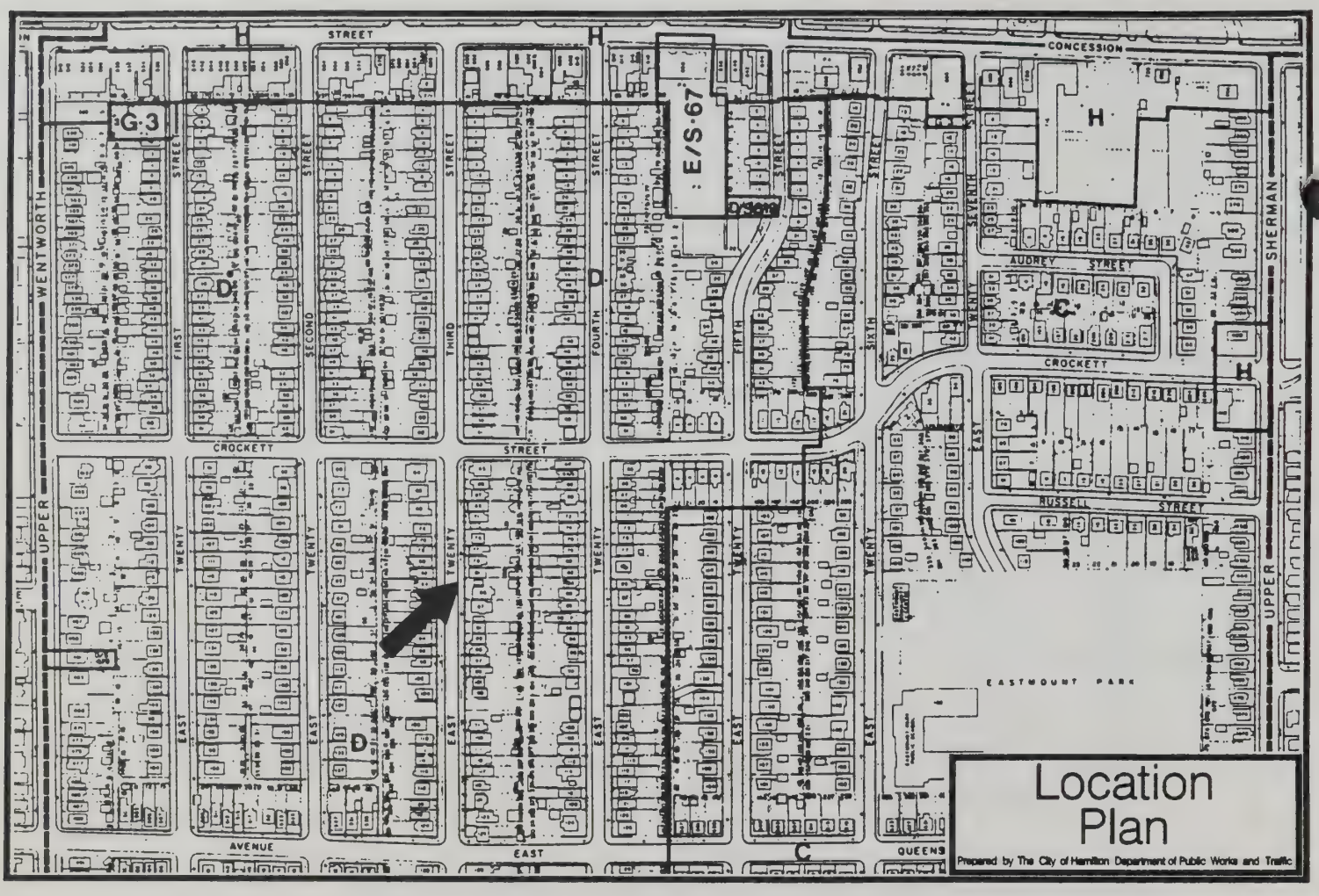
BACKGROUND:

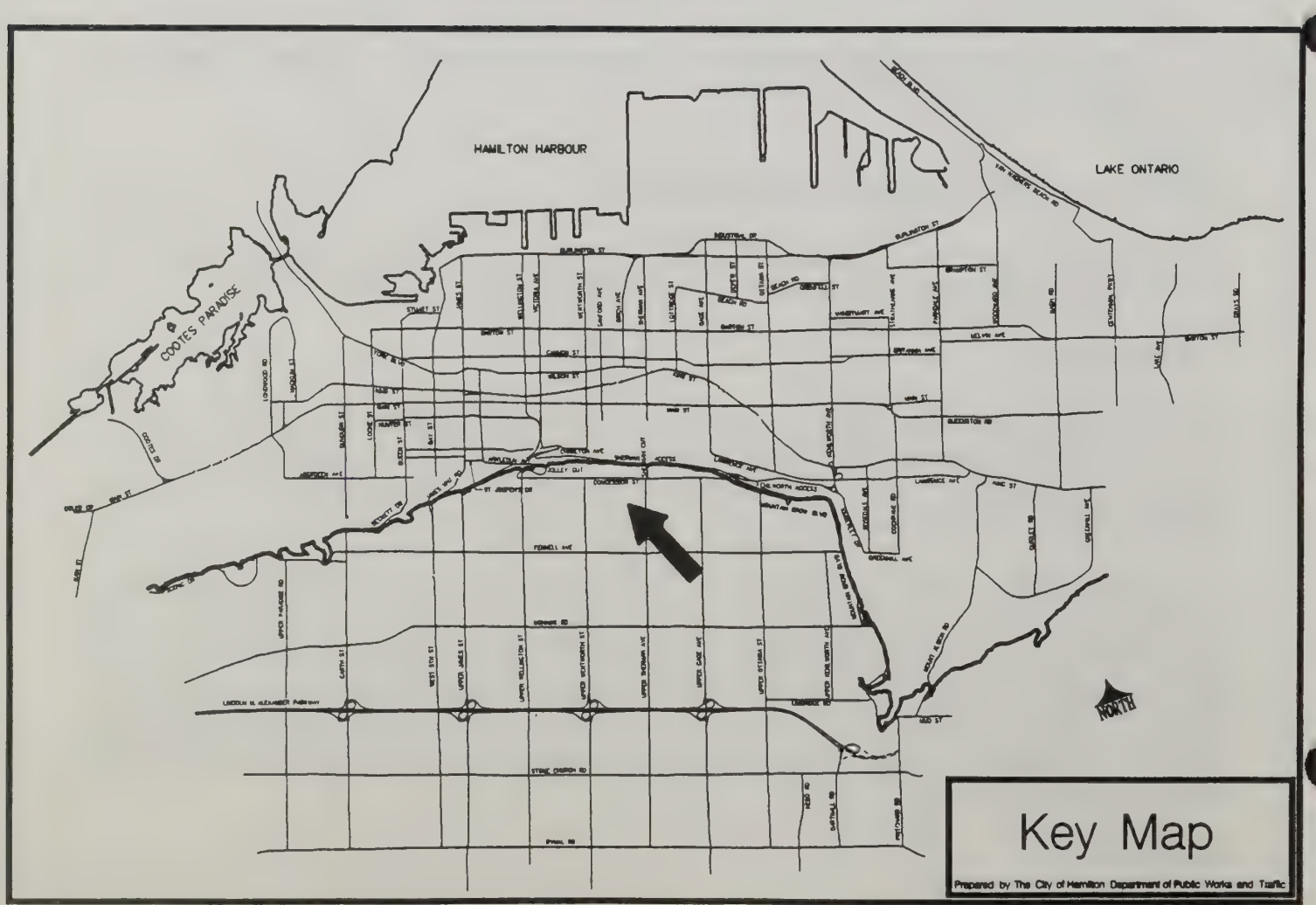
In 1978, staff approved an application by the owner of the property at No. 81 East 23rd Street to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry office by the owner of the property on 1978 August 21.

The present owner of the property has now requested that the existing agreement be discharged, so that he may enter into a new agreement to allow two vehicles to be parked partially on the City boulevard in front of this house. Staff has concluded that there is sufficient space partially on the City boulevard and partially on the private property to accommodate two vehicles. A majority of the front yard was hard surfaced over ten years ago, thus the "50 percent landscaping by-law" is not applicable, and staff concurs with the request.

CVB/MBH/klk

c.c. Rand Roszell, City/Regional Solicitor, Corporate Services


CONCESSION
STREET
WENTWORTH
SHERMAN
UPPER
G-3
E/S-67
D
H
C
AUDREY STREET
CROCKETT STREET
RUSSELL STREET
EASTMOUNT PARK
FIRST
SECOND
THIRD
FOURTH
FIFTH
SIXTH
SEVENTH
TWENTY
EAST
AVENUE
QUEENS
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

1.(b)(i)(c)

- RECOMMENDATION -

DATE: 1998 December 17
File No. TEC-007-99 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 24 Allan Avenue – Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the south side of Allan Avenue commencing at a point 222 feet east of Harmony Avenue and extending to a point 21 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Phyllis Balogh, 24 Allan Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

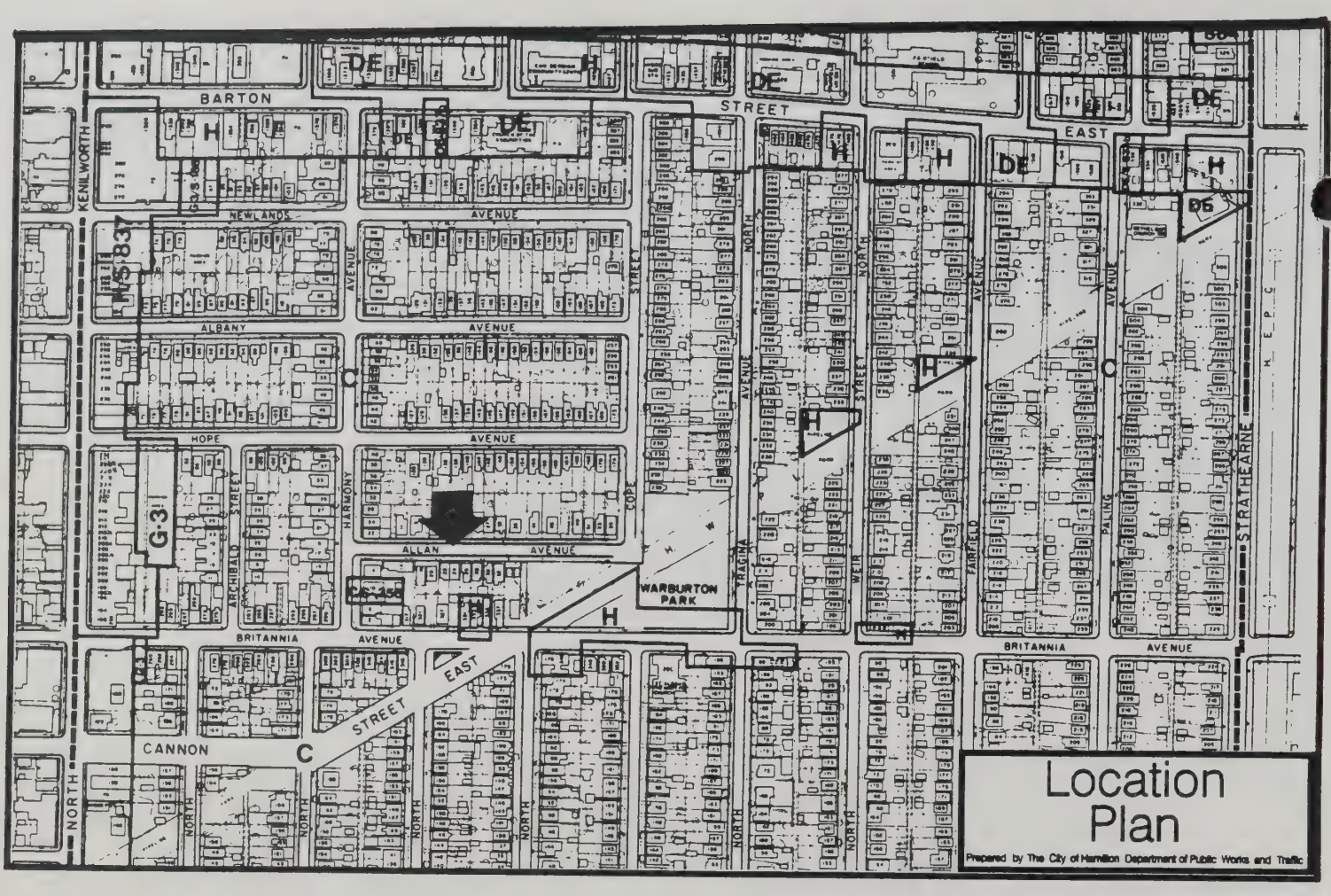
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

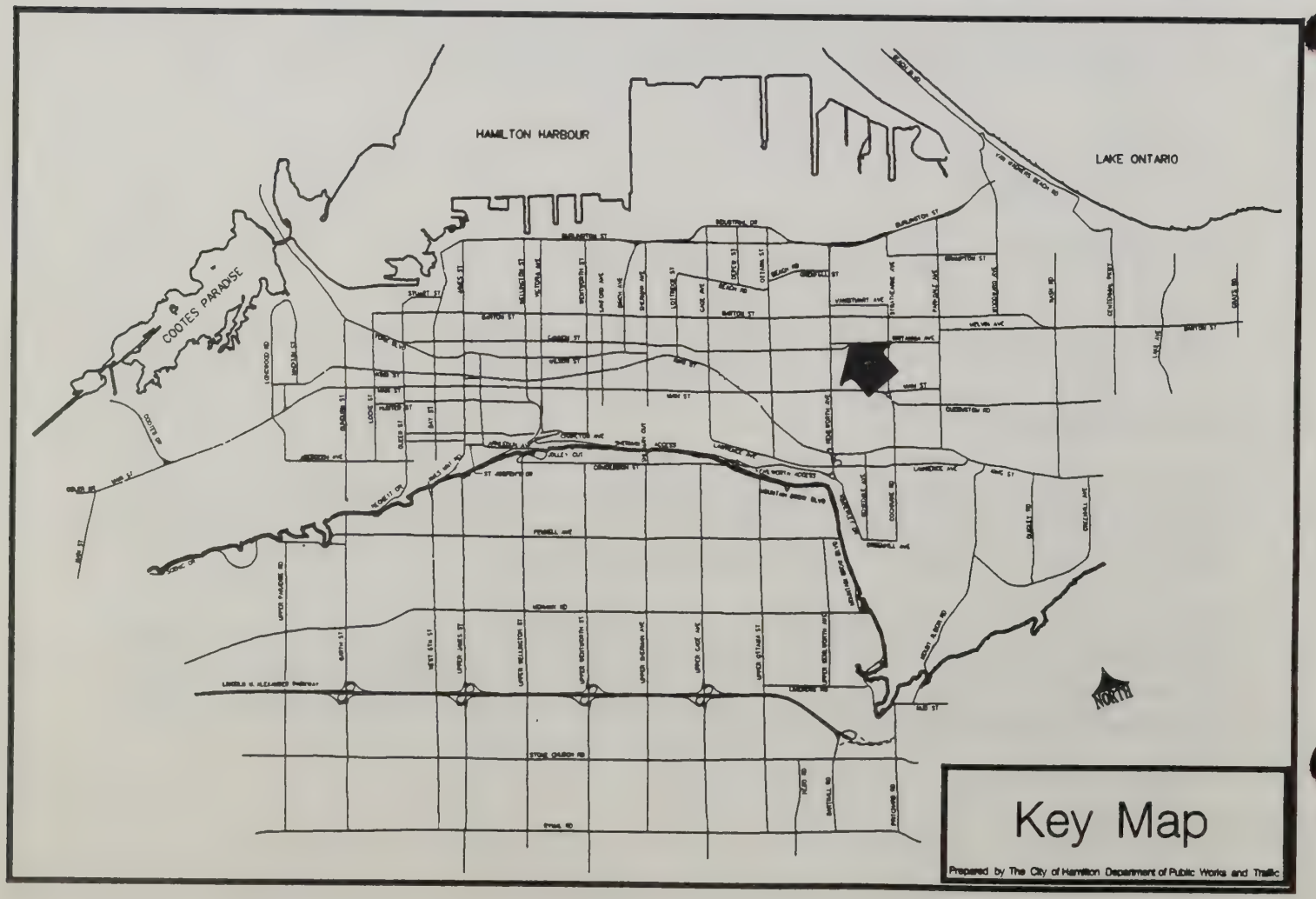
BACKGROUND:

Staff has received a request from Mrs. Sue Withers, 24 Allan Avenue, that a reserved "Permit Parking" space be designated on the south side of the street directly in front of her home, since her mother, who lives with her, is disabled.

Allan has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. Staff has confirmed that Mrs. Balogh meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/klk


BARTON
STREET
EAST
KENILWORTH
NEWLANDS
AVENUE
ALBANY
AVENUE
HOPE
AVENUE
ALLAN
AVENUE
BRITANNIA
AVENUE
CANNON
STREET
EAST
WARBURTON
PARK
HARMONY
ARCHIBALD
STREET
COPE
STREET
NORTH
WEIR
STREET
FAIRFIELD
AVENUE
PALING
AVENUE
STRATHEARNE
AVENUE
H.E.P.C.
G-3
M-S 837
M-S 456
DE
H
C
NORTH
Location
Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

- RECOMMENDATION -

1.(B)(i)(d)

DATE: 1998 December 18
File No. TEC-008-99 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Delmar Drive, east of Columbia Drive – Parking Regulations

RECOMMENDATION:

(a) That the hours of the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of Delmar Drive commencing at Columbia Drive and extending to a point 597 feet easterly therefrom be revised such that the regulation is in effect until 9:00 p.m.; and,

(b) That a full-time "No Parking" regulation be implemented on the north side of Delmar Drive commencing at Columbia Drive and extending to a point 71 feet easterly therefrom; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a petition signed by representatives of 17 of the 20 residential properties abutting Delmar between Columbia and the east property line of No. 128 Delmar Drive requesting that the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be changed to a "One Hour Parking Time Limit, 8:00 a.m. to 9:00 p.m., Monday to Friday" regulation. Fifteen of the residents that signed the petition are in favour of the requested regulation, one is opposed and one had no opinion.

Delmar has a 28 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of the street in the subject area and a "One Hour Parking Time Limit, 8:00 a.m. to 9:00 p.m., Monday to

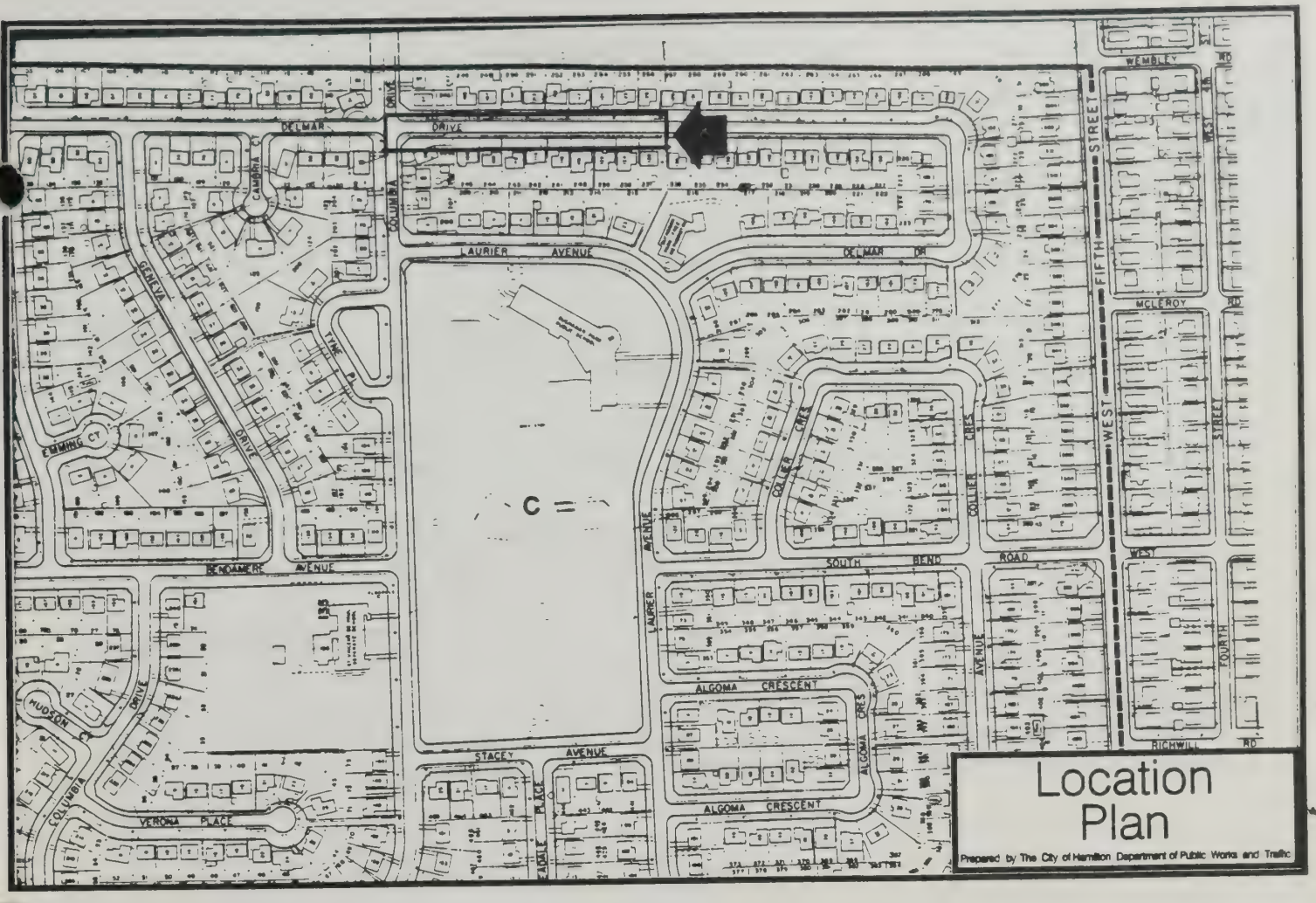
Friday" regulation on both sides of the street east of the subject area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of Mohawk College in the evening.

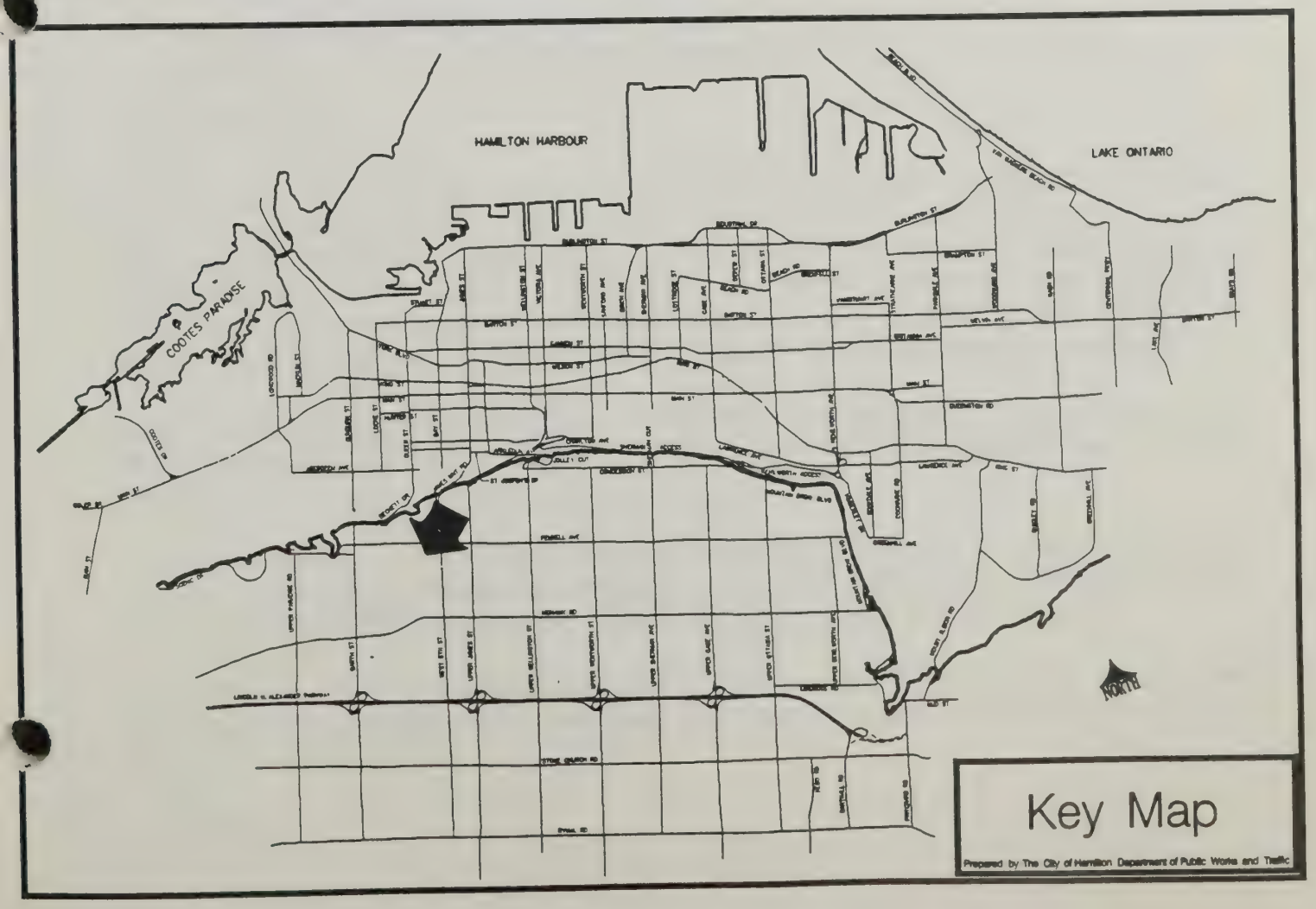
Extending the hours of the existing regulation would prohibit long-term non-resident parking in the evening. Therefore, since 75 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

Staff also received a request from Mrs. Thomson, 97 Delmar Drive, that a corner clearance be implemented on the north side of Delmar, east of Columbia, directly in front of her home, to facilitate turning movements at the intersection.

The implementation of the requested regulation would facilitate two-way traffic flow and turning movements at this intersection but would result in the loss of approximately two parking spaces. However, since parking is permitted on both sides of the street for the remainder of the block and since all residents on this street have available off-street parking, staff does not anticipate any parking difficulties for area residents and, therefore, concurs with the request.

CVB/MBH/klk


DELMAR
DRIVE
COLUMBIA
LAURIER AVENUE
DELMAR DR
WEMBLEY
FIFTH STREET WEST
MCLEROY
RD
GENEVA
DRIVE
TYNE
EMMING
C
COLLIER CRES
SOUTH BEND ROAD
BENJAMIN AVENUE
LAURIER AVENUE
ALGOMA CRESCENT
ALGOMA CRES
HUDSON
DRIVE
COLUMBIA
VERONA PLACE
STACEY AVENUE
EAGLE PLACE
RICHWILL RD
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

1.(B)(i)(e)

- RECOMMENDATION -

DATE: 1998 December 11
File No. TEC-009-99 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking Regulations on Laurier Avenue adjacent to Buchanan Park School

RECOMMENDATION:

That a "No Stopping, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the south and west sides of Laurier Avenue from Columbia Drive to South Bend Road West, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

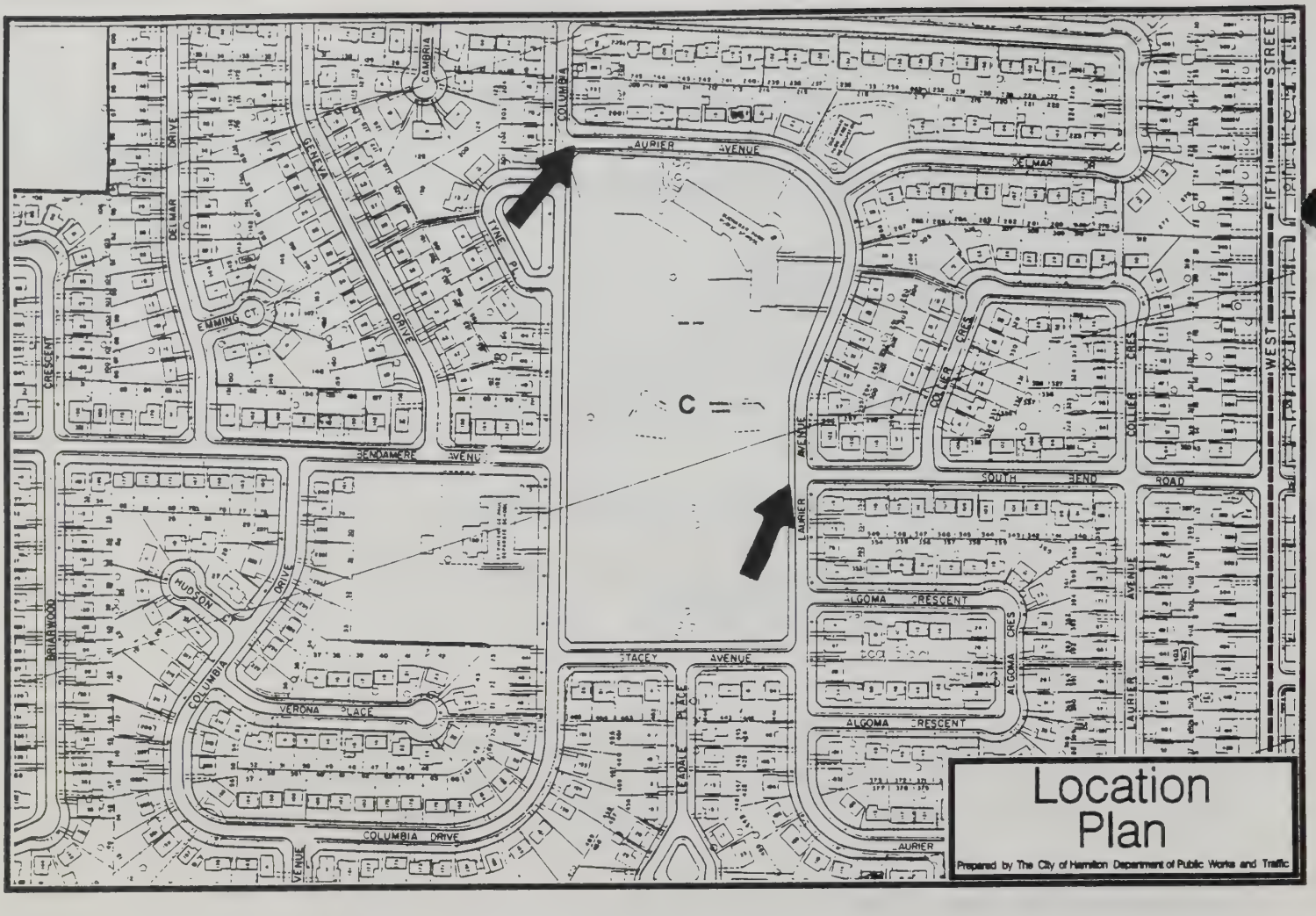
The Principal of Buchanan Park School has requested that stopping be prohibited during school hours on the south and west sides of Laurier Avenue due to concerns regarding the safety of children walking to/from school. The safety of these children is compromised due to motorists parking/stopping on both sides of Laurier causing congestion and reducing the flow of traffic along the street. In many cases, children are having to cross between parked cars which creates a potentially hazardous situation.

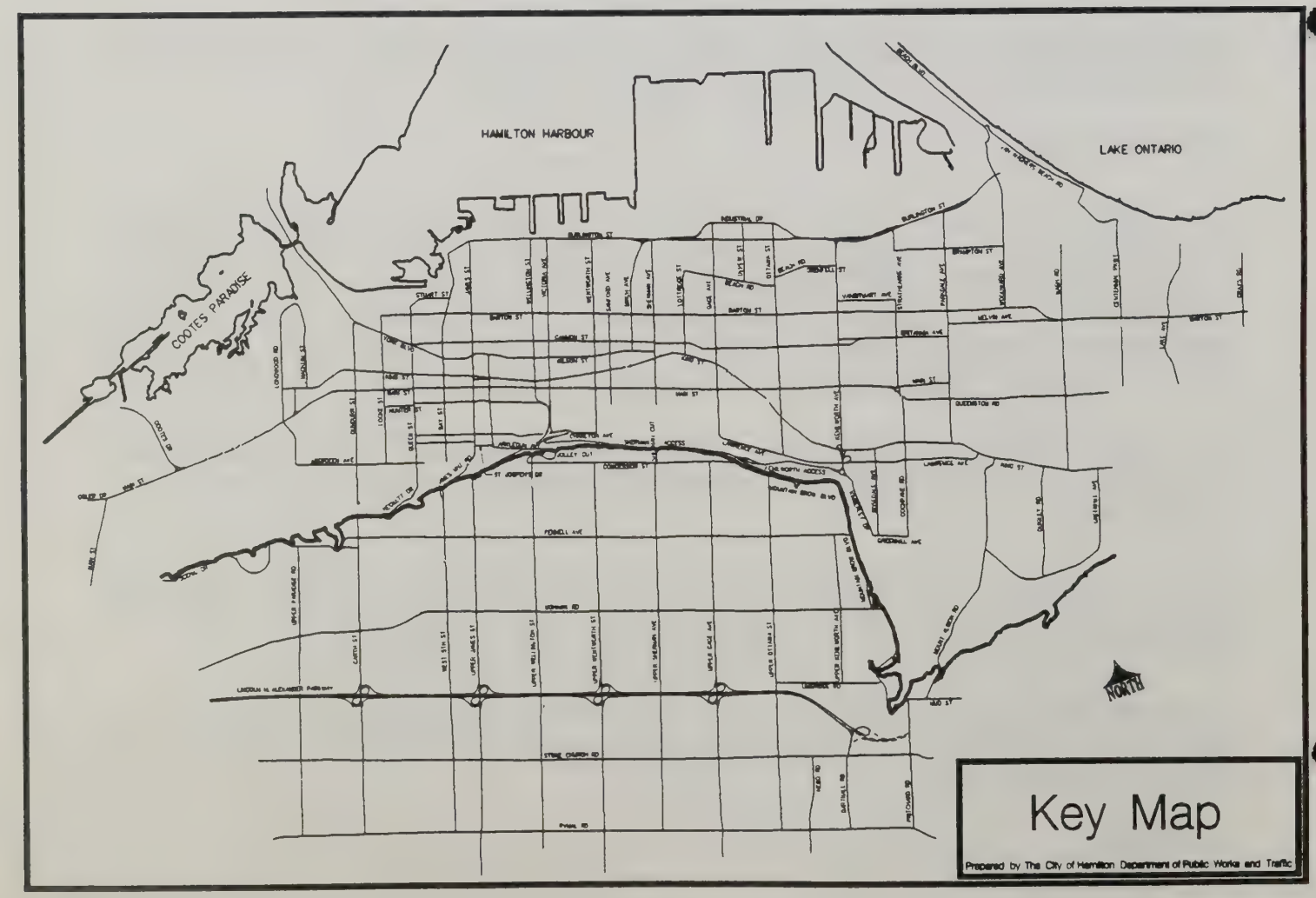
The school and school council has requested a cooperation from the parents on numerous occasions to park in areas other than those causing a safety concern, without any success.

There is presently a "No Parking Anytime" regulation on the south and west sides of Laurier in this area. Thus, there will be no loss of parking which could impact the neighbouring residential properties. Therefore, staff concurs with this request.

Changing the parking prohibition to a part-time stopping prohibition during school times will allow more effective and immediate enforcement action which is necessary to address this safety matter.

TA/MBH/klk


AURIER AVENUE
SELMAR
COLUMBIA
CAMBRIA
DELMAR DRIVE
GENEVA DRIVE
TYNE PARK
EMMING CT.
BRIARWOOD CRESCENT
SENNAMERE AVENUE
HUDSON DRIVE
COLUMBIA DRIVE
VERONA PLACE
VENUE
STACEY AVENUE
LEADALE PLACE
LAURIER AVENUE
COLLIER CRES
SOUTH SEND ROAD
ALGOMA CRESCENT
ALGOMA CRES
FIFTH STREET WEST
C
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

1.(B)(i)(h)

- RECOMMENDATION -

DATE: 1998 December 17
File No. TEC-011-99 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 61 Picton Street West – Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the south side of Picton Street West commencing at a point 134 feet east of Bay Street North and extending to a point 21 feet easterly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

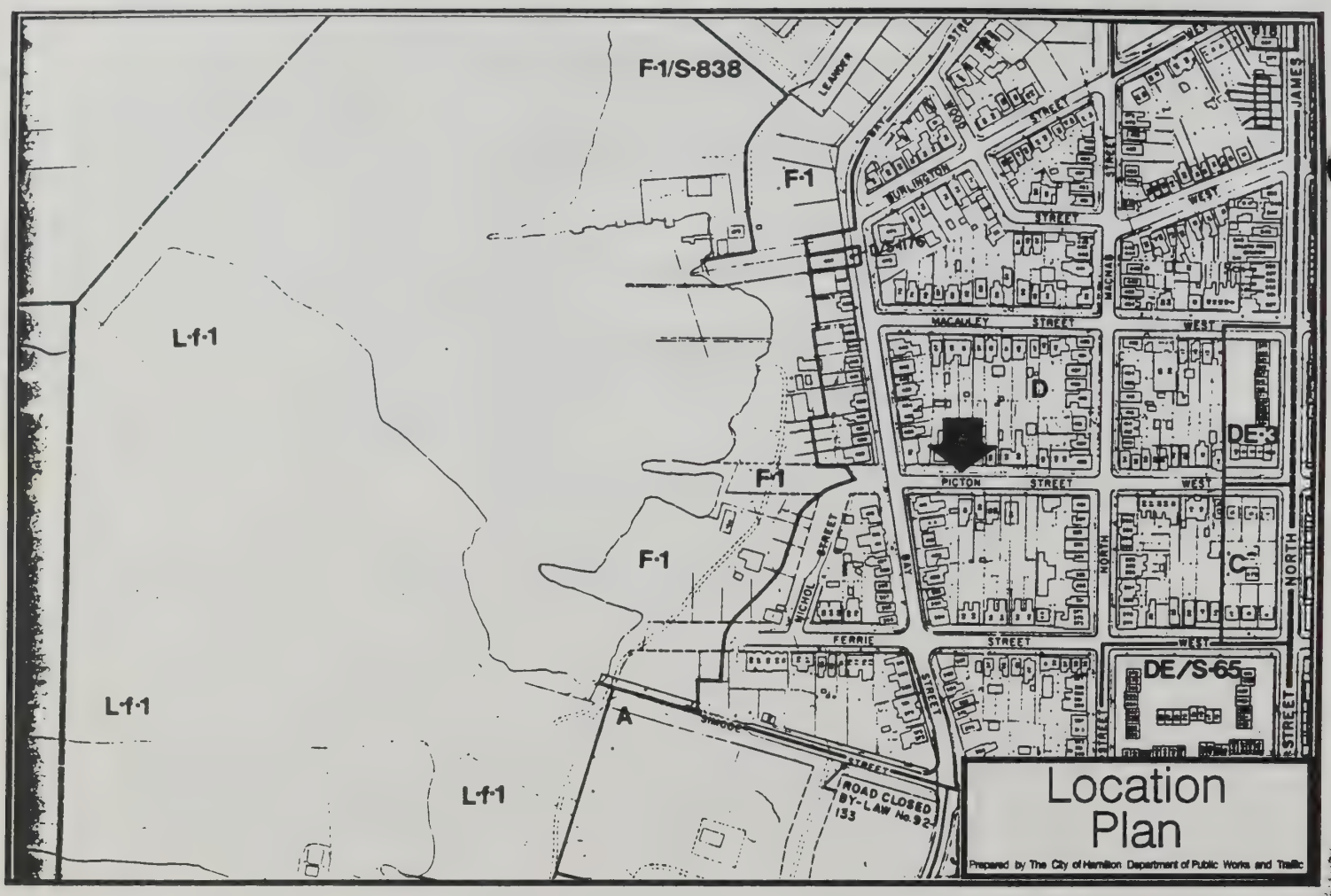
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing the subject signs.

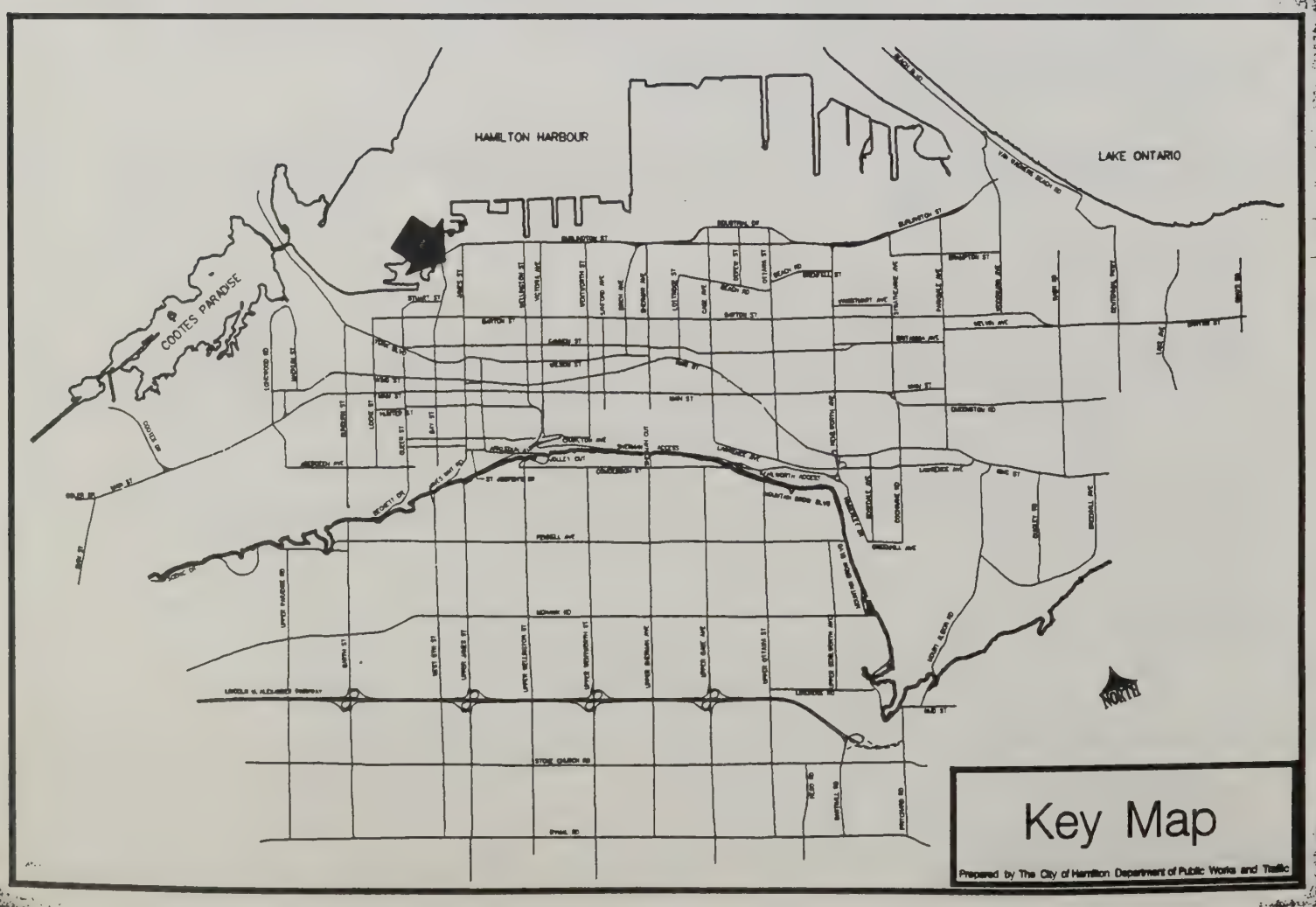
BACKGROUND:

Staff has received a request from Mr. Bill Walton that the existing "Permit Parking" regulation on the south side of the street in front of his home at No. 61 Picton Street West be removed since it is no longer required. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street space to the south side of the street.

CVB/MBH/klk


F-1/S-838
F-1
L-1-1
L-1-1
L-1-1
F-1
F-1
D
DE
DE/S-65
C
A
MACAULEY STREET WEST
PICTON STREET WEST
FERRIE STREET WEST
NORTH STREET
ROAD CLOSED BY-LAW No. 92-133
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

1.(B)(i)(g)

- RECOMMENDATION -

DATE: 1998 December 17
File No. TEC-013-99 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 185 Fairfield Avenue – Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the west side of Fairfield Avenue commencing at a point 183 feet south of Britannia Avenue and extending to a point 23 feet southerly therefrom, and on the east side of Fairfield Avenue commencing at a point 167 feet south of Britannia Avenue and extending to a point 24 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

D Lobo.

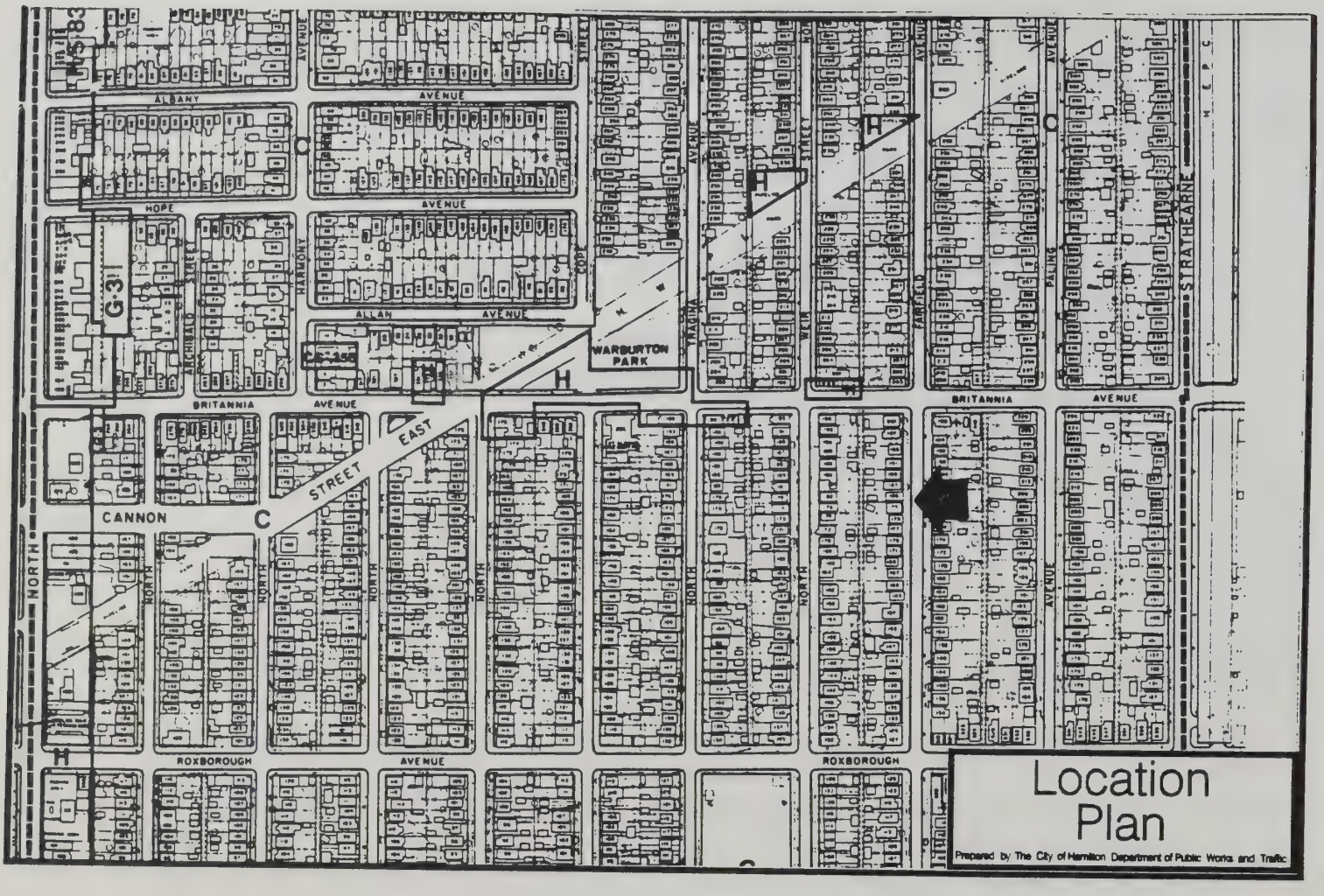
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

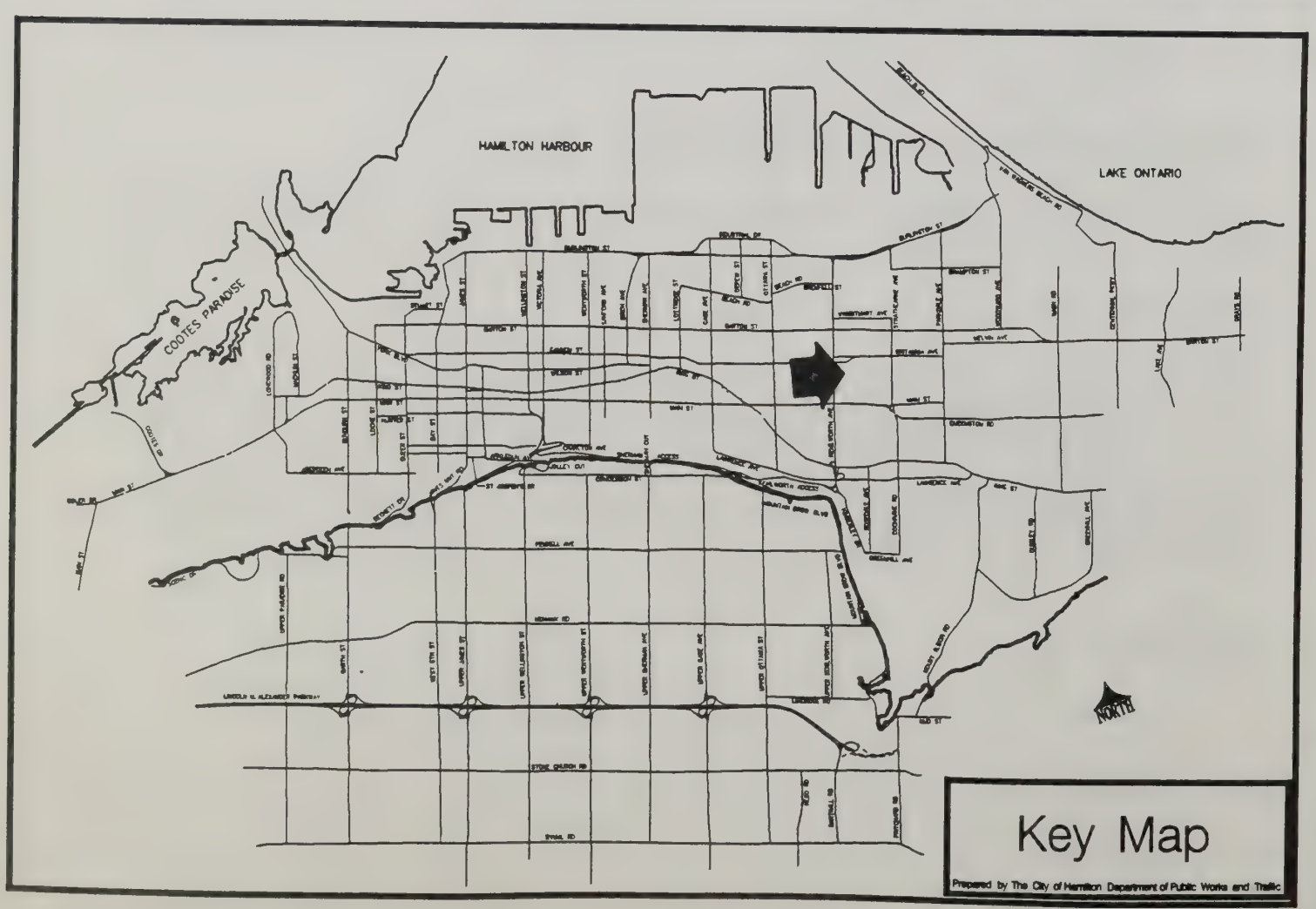
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mr. Stockton, 185 Fairfield Avenue, that the existing "Permit Parking" regulation on both sides of the street directly in front of and across from his home be removed since he is moving. Therefore, it would be appropriate to remove the subject signs. The removal of the subject regulation will restore one on-street parking space to each side of the street which would be controlled by the existing "Alternate Side Parking" regulation.

CVB/MBH/klk


ALBANY AVENUE
HOPE AVENUE
ALLAN AVENUE
BRITANNIA AVENUE
ROXBOROUGH AVENUE
CANNON
EAST STREET
NORTH
WARBURTON PARK
STRATHEARNE
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

- RECOMMENDATION -

1.(B)(i)(h)

DATE: 1999 January 6
File No. TEC-014-99 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: South side of Crockett Street, east of East 32nd Street
- Parking Regulations

RECOMMENDATION:

(a) That the existing "No Parking, 8:30 a.m. to 5:00 p.m., Monday to Saturday" regulation on the south side of Crockett Street commencing at a point 25 feet east of East 32nd Street and extending to a point 60 feet easterly therefrom be removed; and

(b) That a "30 Minute Parking Time Limit, 9:00 a.m. to 7:00 p.m., Seven Days a Week" regulation be implemented on the south side of Crockett Street commencing at a point 52 feet east of East 32nd Street and extending to a point 51 feet easterly therefrom; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

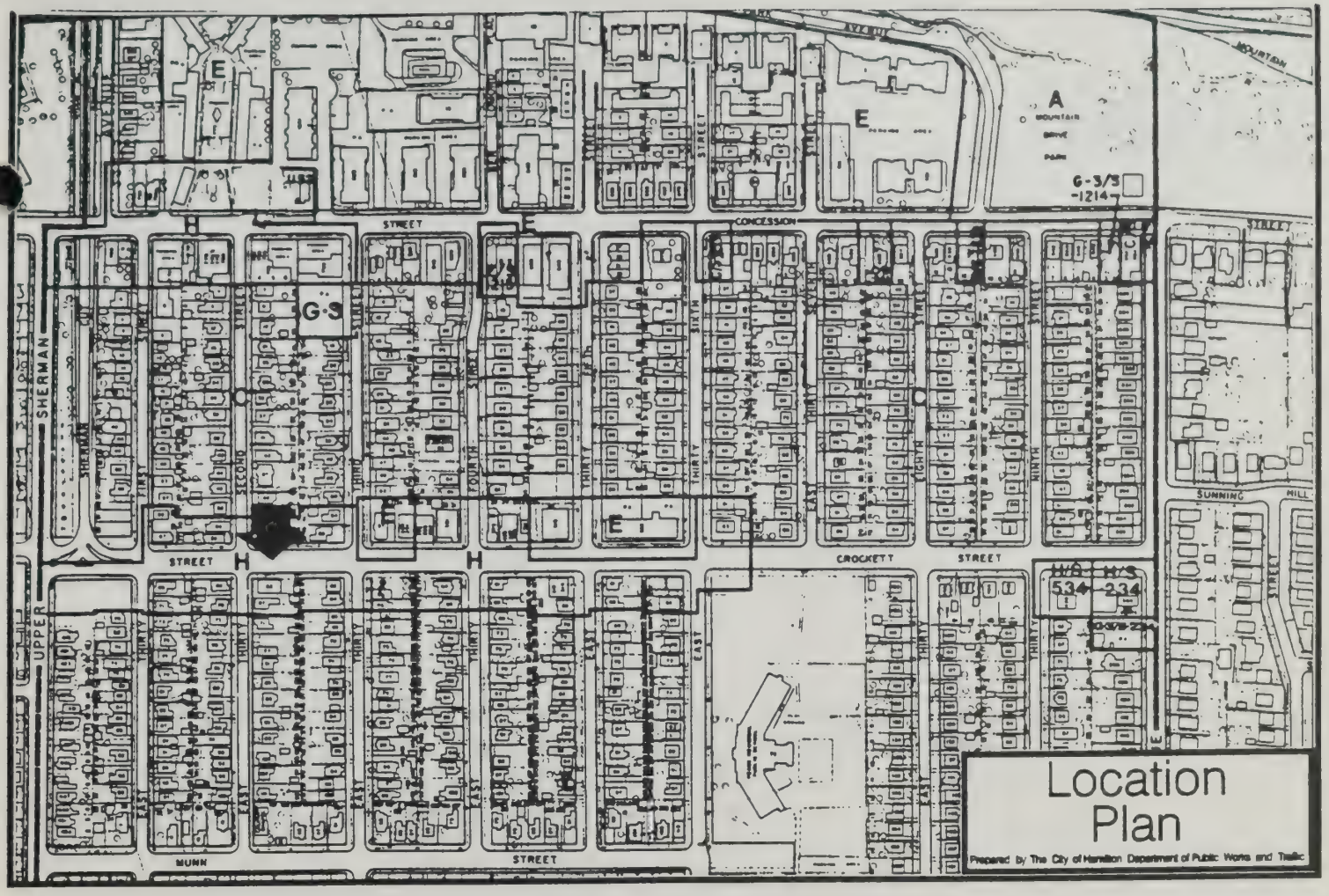
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing, manufacturing, erecting and maintaining the required signs.

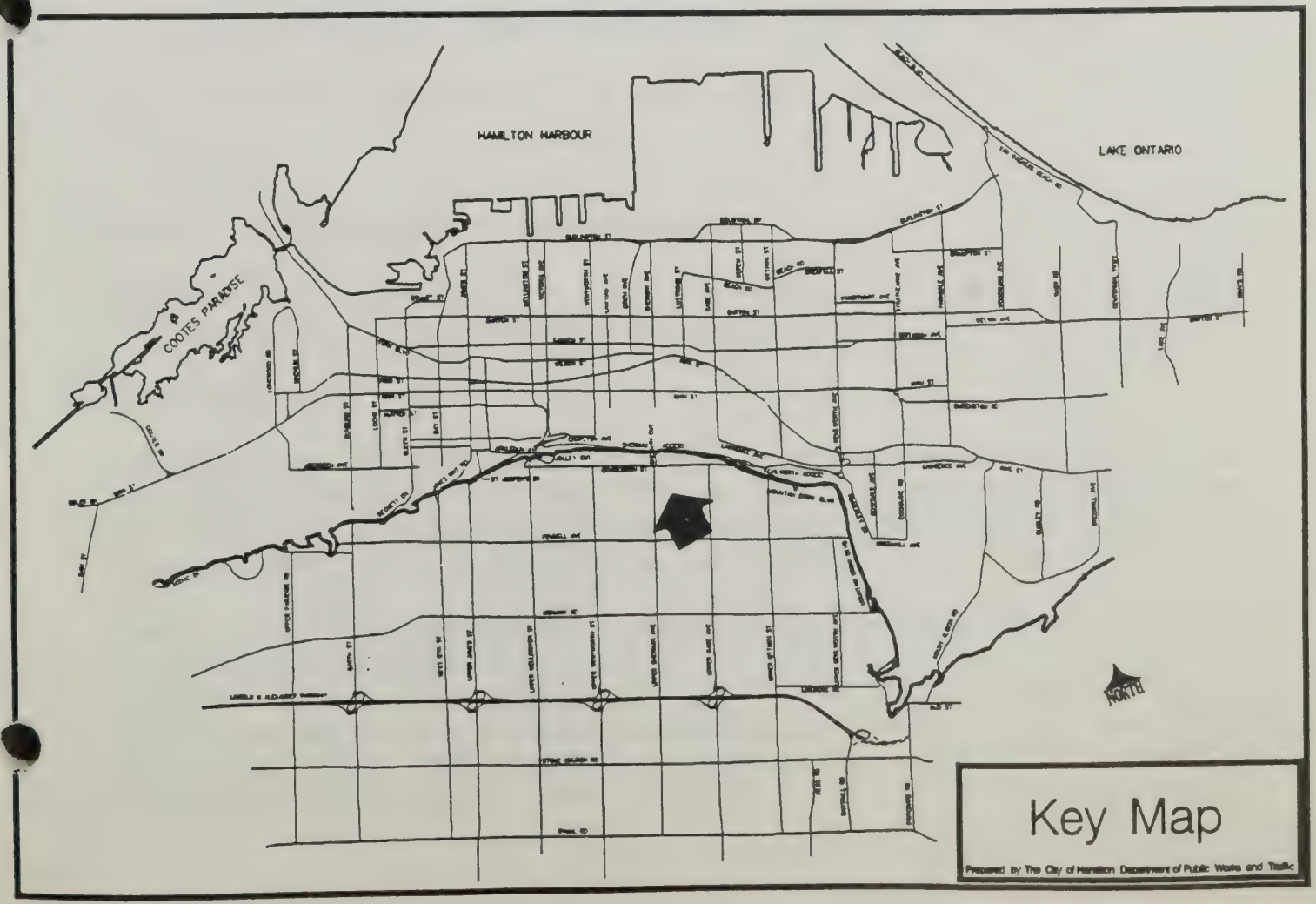
BACKGROUND:

Alderman Tom Jackson has advised of a request from Mrs. Para Skenderis, P.J.'s Subs, 63 East 32nd Street, that the existing loading zone on the south side of Crockett, adjacent to her business, be replaced with a "30 Minute Parking Time Limit, 9:00 a.m. to 7:00 p.m., Seven Days a Week" regulation.

Crockett has a 40-foot pavement width, and presently, there is a "No Parking, 8:30 a.m. to 5:00 p.m., Monday to Saturday" loading zone on the south side of the street, east of East 32nd, and unrestricted parking east of the subject area. Mrs. Para has advised that the loading zone is no longer required and that there is a need for short-term parking for customers. Removal of the subject loading zone would restore one on-street parking space to the south side of the street which would be controlled by the proposed time limit regulation. Therefore, staff concurs with the request.

CVB/MBH/klk


Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

- RECOMMENDATION -

1.(b)(i)(i)

DATE: 1998 December 24
File No. TEC-016-99 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking Regulations on East 36th Street adjacent to Peace Memorial School

RECOMMENDATION:

(a) That the existing "Taxi Stand" regulation on the east side of East 36th Street commencing at a point 158 feet north of Munn Street and extending 44 feet northerly be revised such that it is in effect from 7:00 a.m. to 6:00 p.m., Monday to Friday, and is only 22 feet in length; and,

(b) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of East 36th Street commencing at a point 180 feet north of Munn Street and extending 22 feet northerly; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

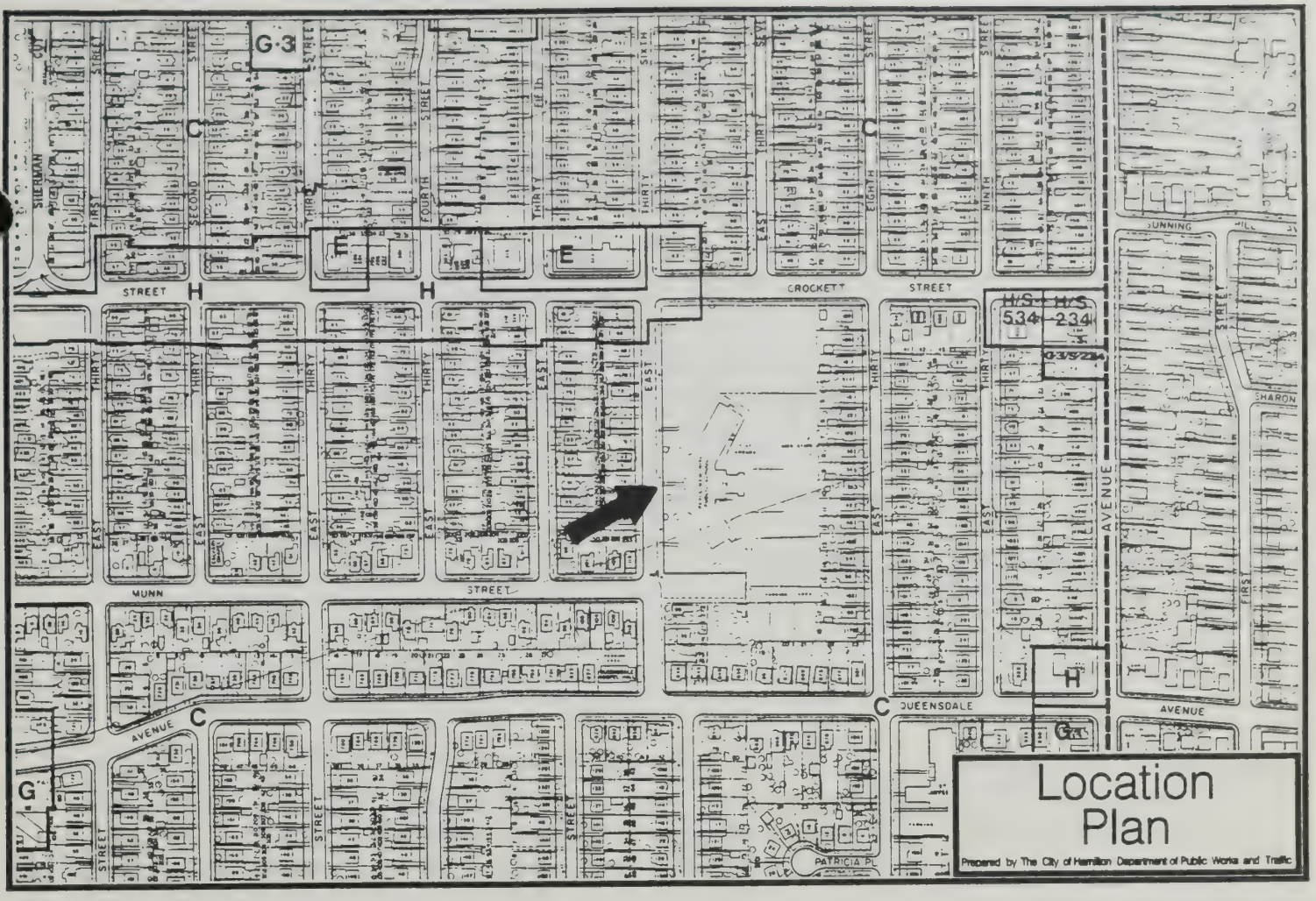
BACKGROUND:

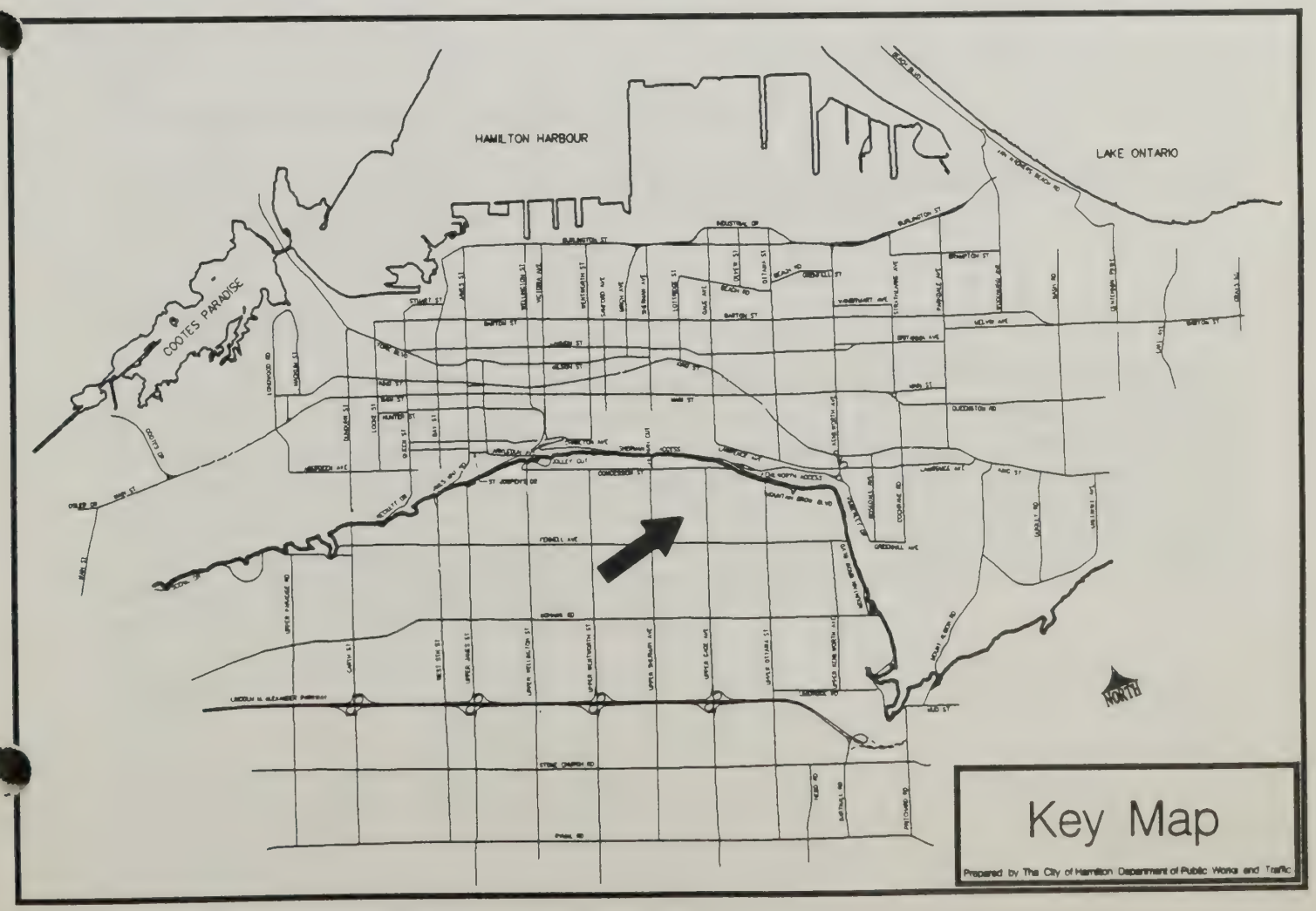
The Principal of Peace Memorial School has requested that a school bus loading zone be installed on the east side of East 36th Street adjacent to the main entrance to the school. Currently, there are two mini-buses servicing this school. The buses arrive and depart the school at different times, thus curb side space is required for one mini-bus.

There is currently a taxi stand located in the vicinity of the preferred school bus location. This taxi stand is large enough for two taxis, but the school is only serviced by one taxi at this time. In order to maximize curb space in this area, it is appropriate to convert a portion of the taxi stand to a school bus loading zone. Currently, the taxi stand is in effect 24 hours a day, while in fact it is only required during school times. Therefore, it is recommended that it only be in effect from 7:00 a.m. to 6:00 p.m., Monday to Friday.

There is presently a "No Parking Anytime" regulation on the east side of East 36th in this area. Typically, much of the curb side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of school children is taking place on East 36th, staff concurs with this request. This proposal has been discussed with the principal of the school and she is in agreement.

TA/MBH/klk


Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic
MUNN STREET
CROCKETT STREET
QUEENSDALE AVENUE
PATRICIA PL
H/S 534-234


Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic
HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH

CITY OF HAMILTON

1.(B)(i)(j)

- RECOMMENDATION -

DATE: 1998 December 21
File No. TEC-018-99 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Crockett Street from East 39th Street to Upper Gage Avenue – Parking Regulations

RECOMMENDATION:

That a "No Stopping Anytime" regulation be implemented on both sides of Crockett Street from East 39th Street to Upper Gage Avenue and on the north side of Crockett Street from East 37th Street to East 38th Street, and that the City Traffic By-law 89-72 be amended accordingly

Dlobo.

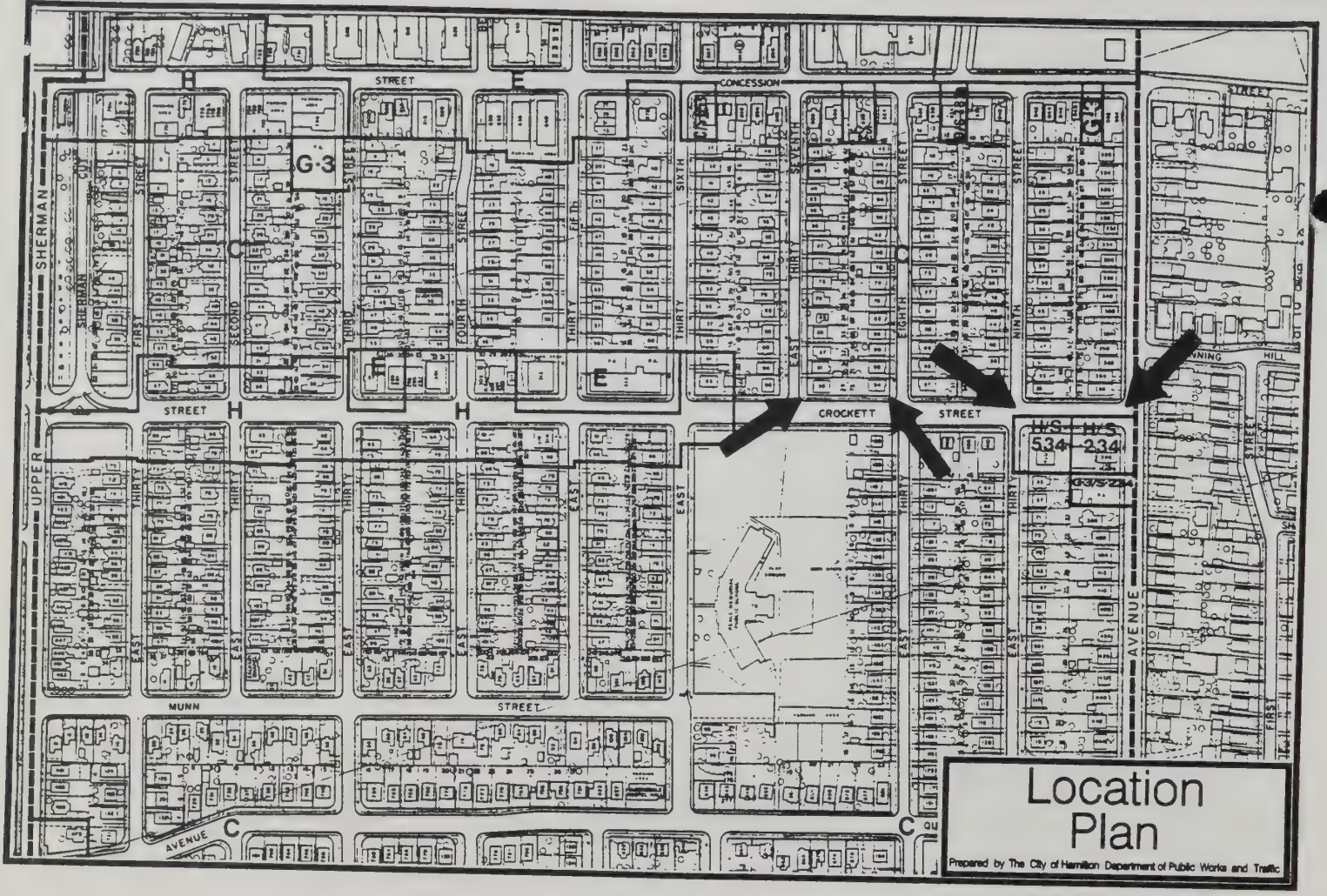
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

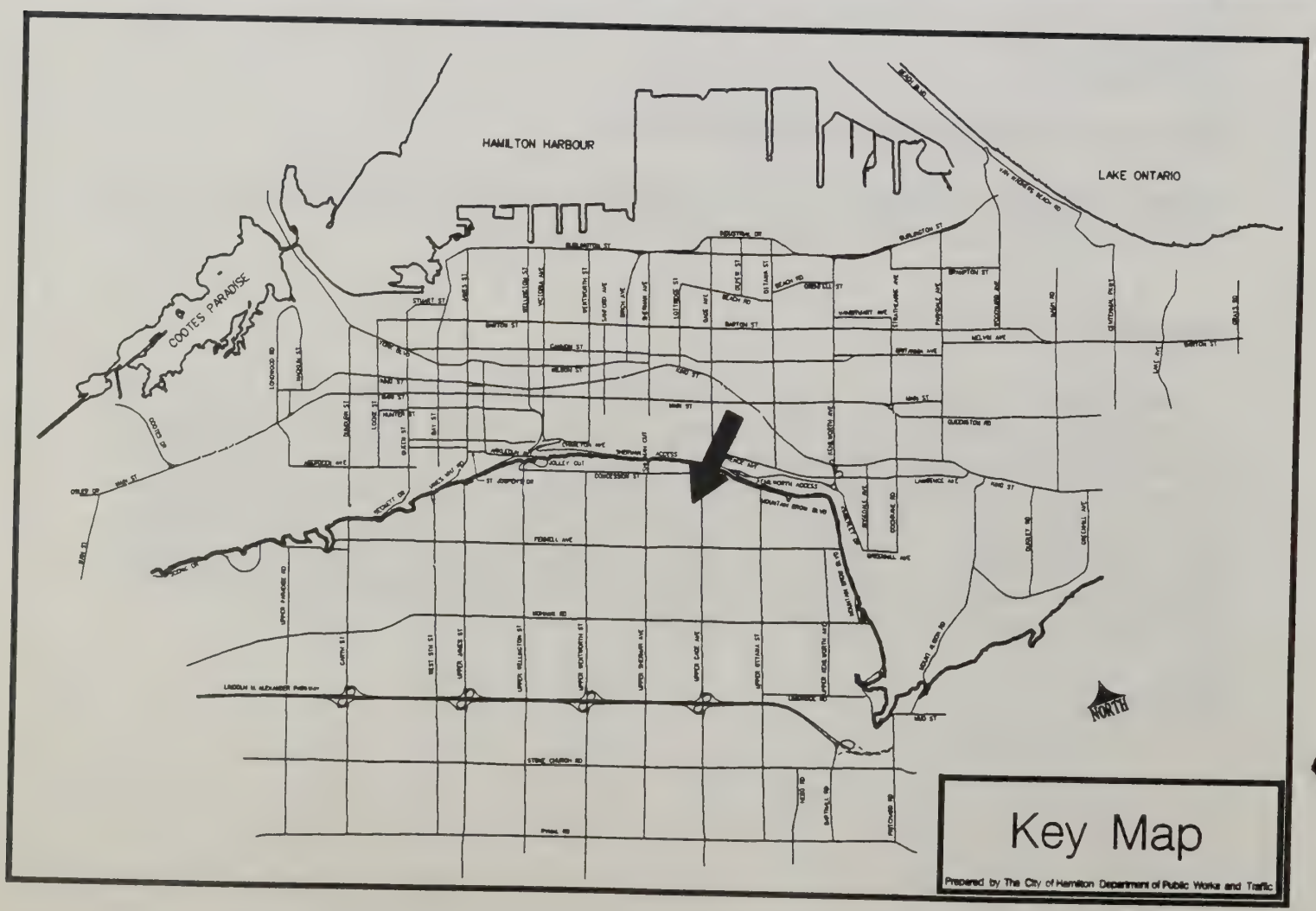
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Crockett Street from East 31st Street to Upper Gage Avenue was recently reconstructed and involved the narrowing of the roadway to allow for wider sidewalks, landscaped boulevards and protected parking bays. These areas are now narrowed to such a degree that any vehicle parking on either side of the street between East 39th and Upper Gage or on the north side between East 37th and East 38th, will prohibit traffic from moving along Crockett. Therefore, in order to maintain proper traffic flow, stopping should be prohibited on both sides of Crockett from East 39th to Upper Gage and on the north side of Crockett from East 37th to East 38th.

TA/kag


CONCESSION STREET
SHERMAN
STREET
G-3
CROCKETT
STREET
UPPER
MUNN
STREET
AVENUE
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

1.(B)(i)(k)

- RECOMMENDATION -

DATE: 1999 January 6
File No. TEC-022-99 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: **Elaine Court, north of Sinclair Court – Parking Regulations**

RECOMMENDATION:

That the existing "No Parking" regulation on the west side of Elaine Court between Sinclair Court and the northerly end be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1999 operating budget estimates to cover the cost of removing the subject signs.

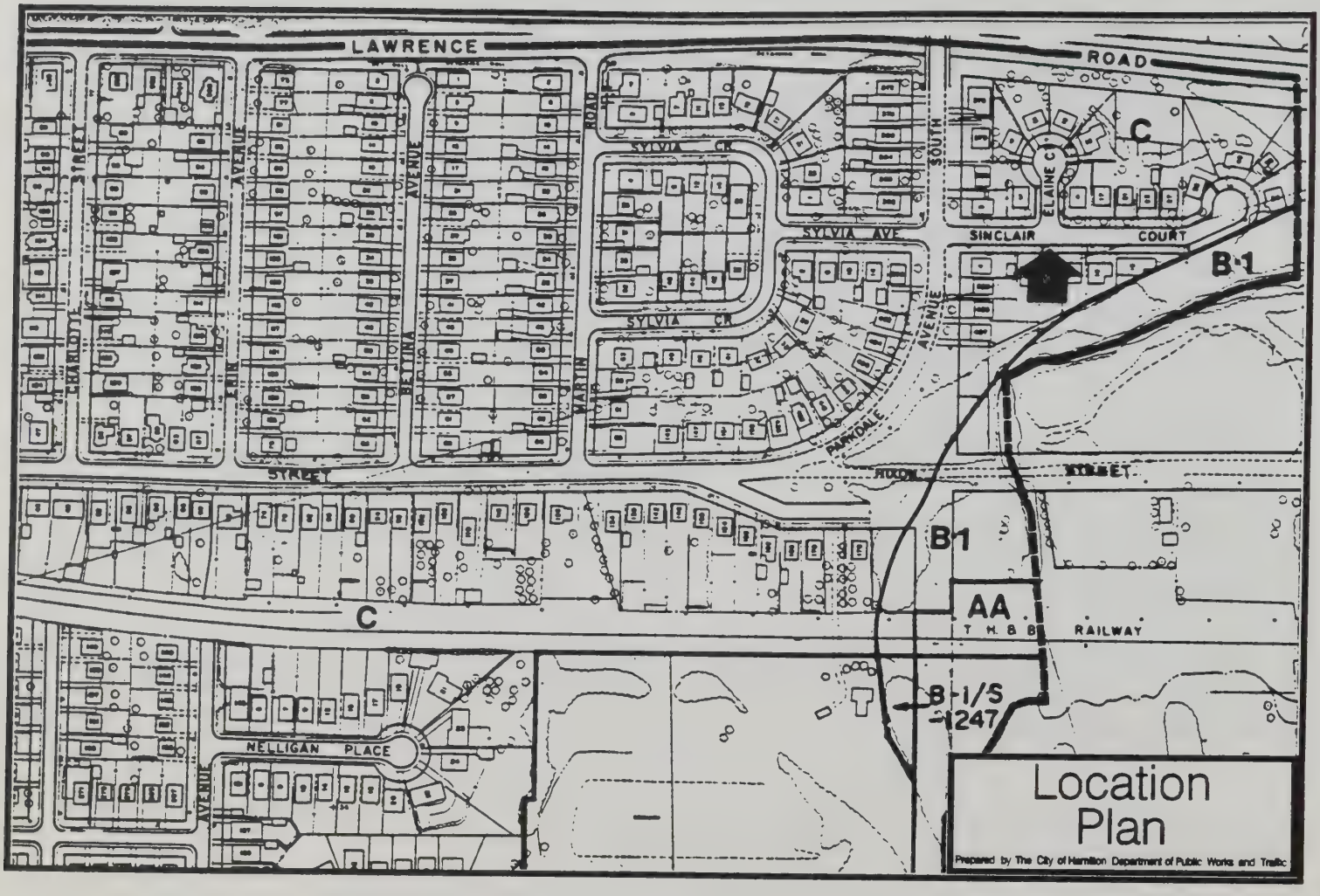
BACKGROUND:

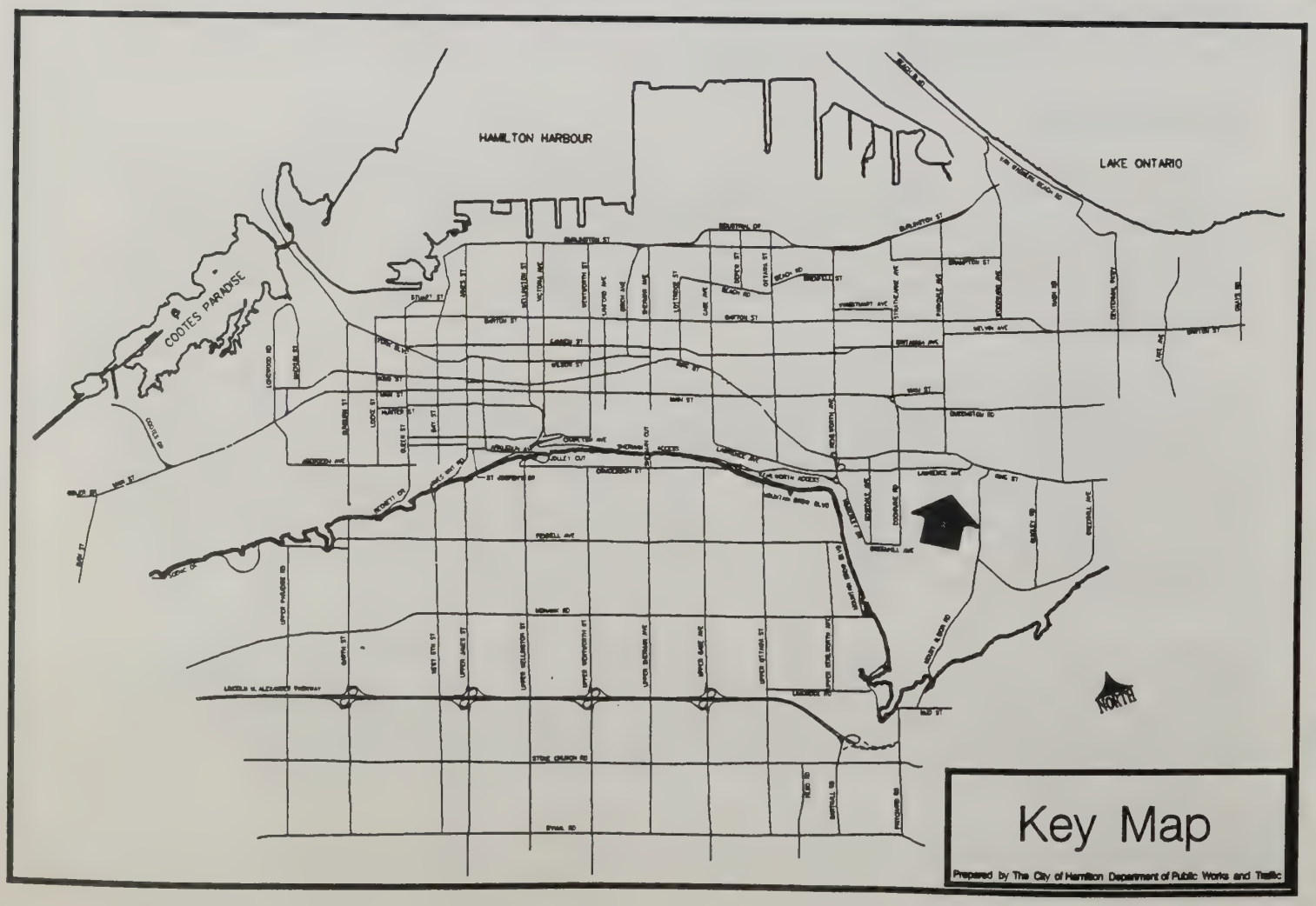
Staff has received a petition signed by representatives of all six of the single family residential properties abutting Elaine requesting that the existing "No Parking" regulation on the west side of the street be removed to allow unrestricted parking on both sides of the street. All six of the residents who signed the petition are in favour of removing the subject regulation.

Elaine has a 29-foot pavement width, and presently, there is a "No Parking" regulation on the west side and unrestricted parking on the east side of this court. The subject regulation was implemented many years ago and records no longer indicate why, or by whom the regulation was requested. The resident who circulated the petition has expressed concern regarding the need for additional on-street parking. Removal of the subject "No Parking" regulation will restore approximately three additional parking spaces to the west side of the street.

Generally, staff supports the principle of removing parking from one side of narrow streets such as this to facilitate two-way traffic flow and driveway movements. However, since this is a dead end street and 100 percent of the abutting residents are in favour of removing the regulation, staff has no serious objection to the request.

SR/CVB/kag


LAWRENCE ROAD
SYLVIA CR.
SYLVIA AVE
SINCLAIR COURT
ELAINE CT.
SOUTH AVENUE
PARKDALE AVENUE
MARTIN ROAD
BETTINA AVENUE
ERIN AVENUE
CHARLOTTE STREET
STREET
NELLIGAN PLACE
AVENUE
B-1
C
AA
T H & B RAILWAY
B-1/S-1247
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

1.(B)(i)(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 January 06
File No. TEC-025-99 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 59 Keith Street - Request to remove a reserved "Permit Parking" Space

RECOMMENDATION:

That the existing full-time reserved "Permit Parking" regulation on the north side of Keith Street, commencing at a point 164 feet east of Douglas Street and extending to a point 21 feet easterly therefrom, be removed and that the City Traffic By-law be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

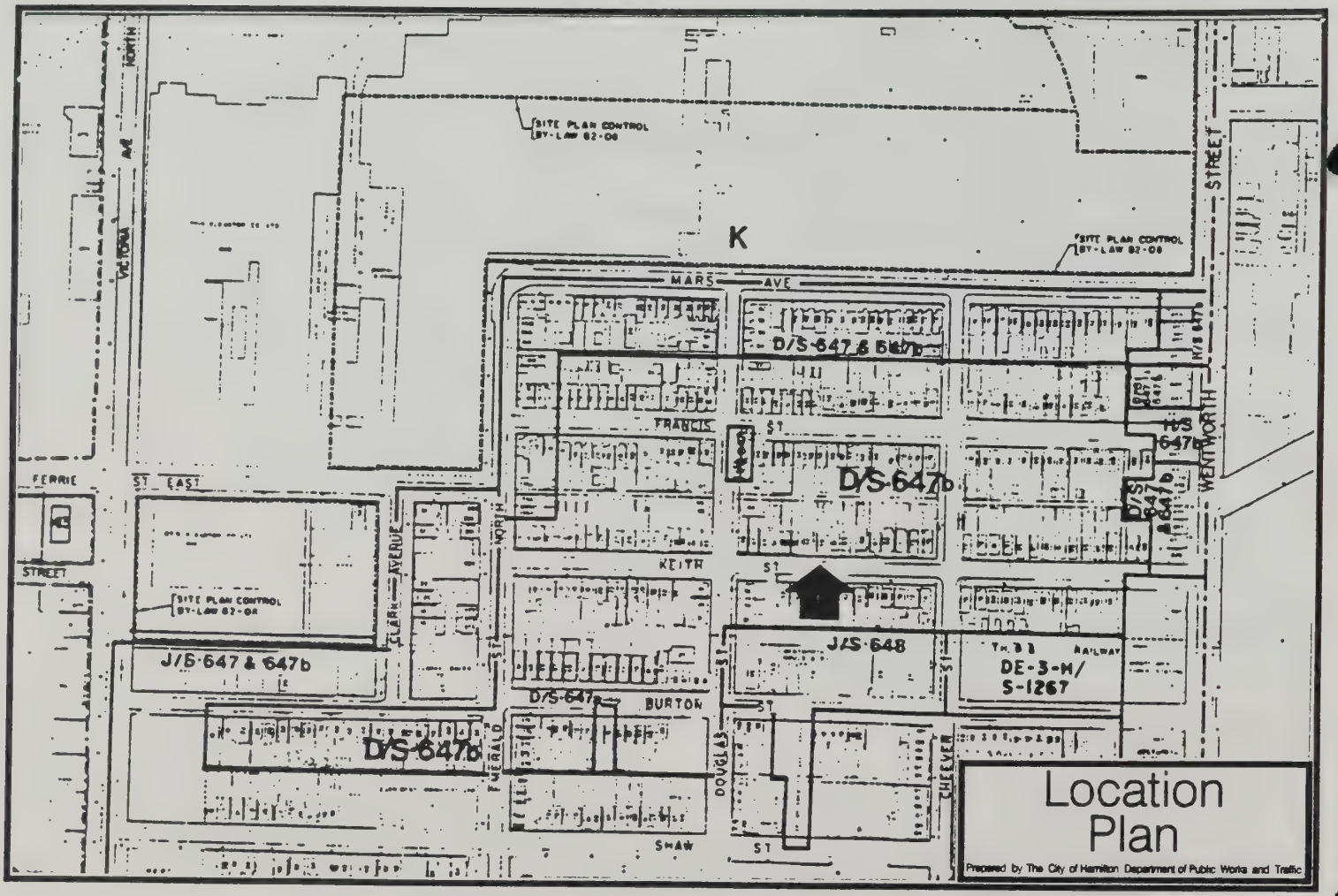
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing the subject signs.

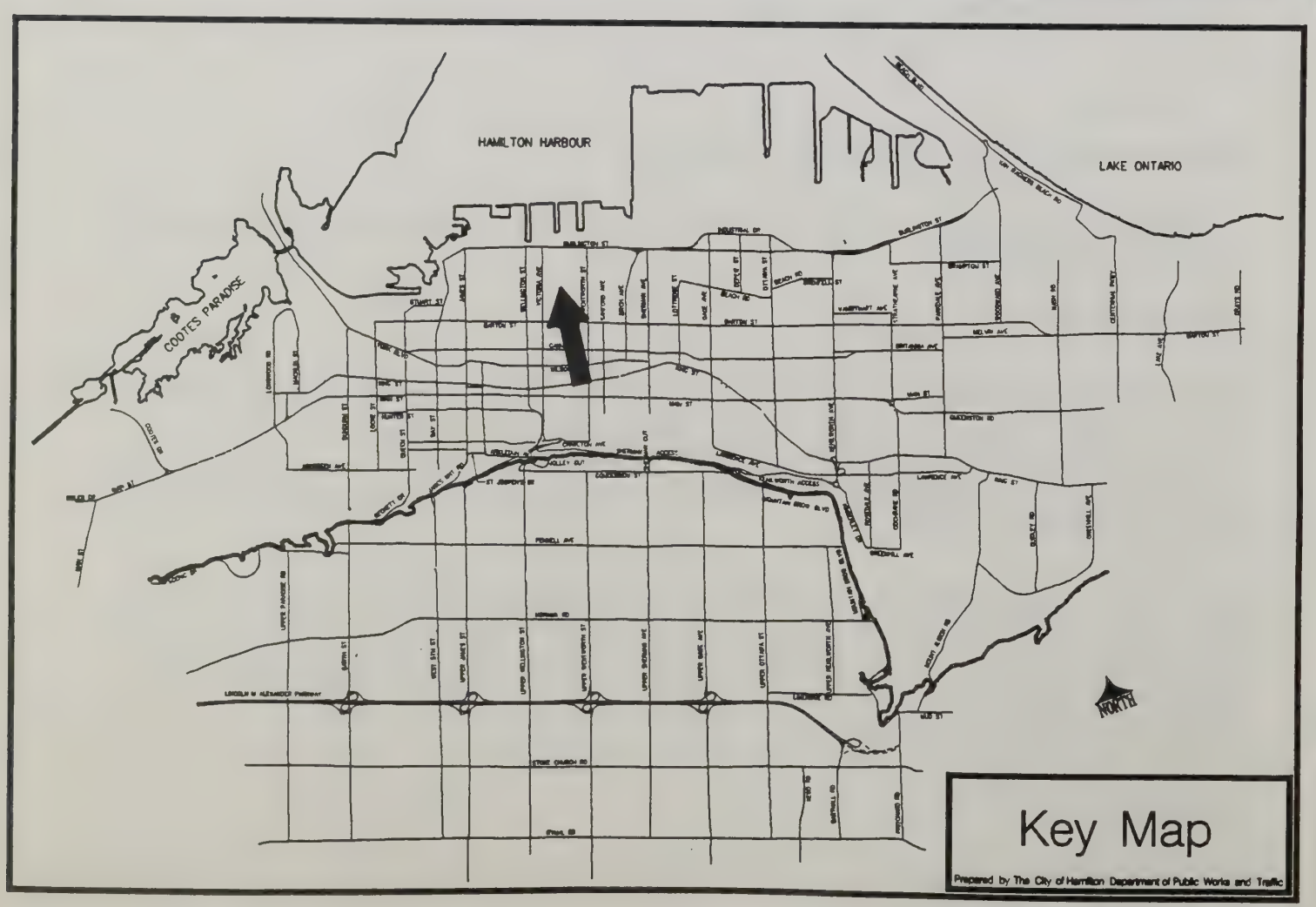
BACKGROUND:

Staff have received a request from an area resident to remove the existing reserved "Permit Parking" regulation from the north side of Keith Street adjacent to No. 59. An investigation has revealed that Matthew Speare, for whom the regulation was implemented, no longer resides at 59 Keith Street and, therefore, it would be appropriate to remove the subject signs.

Keith has a 24 foot pavement width and, at present, there is a full-time "One Hour Parking Time Limit" regulation in conjunction with an "Alternate Side Parking" regulation in effect in this area. Removal of the reserved "Permit Parking" regulation will restore one on-street parking space to the north side of the street and, since the prohibition is no longer required, staff supports the request.

CVB/MBH


SITE PLAN CONTROL BY-LAW 82-09
K
MARS AVE
D/S-647 & 647b
FRANKIS ST
D/S-647b
KEITH ST
FERRIE ST EAST
J/S-647 & 647b
J/S-648
DE-3-H/ S-1267
D/S-647b
BURTON
D/S-647b
SHAW
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

1.(B)(i)(m)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 January 08
File No. TEC-029-99 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Beach Road between Avondale Avenue and Albemarle Avenue - Parking Regulations

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the north side of Beach Road between Avondale Avenue and Albemarle Avenue; and,

(b) That a "No Stopping" regulation be implemented on the north side of Beach Road

- commencing at a point 61 feet east of Avondale Avenue and extending to a point 22 feet easterly therefrom; and,

- commencing at a point 103 feet east of Avondale Avenue and extending to a point 58 feet easterly therefrom; and,

(c) That the existing by-law entry allowing for a "No Parking 7:00 a.m. to 4:00 p.m., Monday to Saturday" regulation on the north side of Beach Road, commencing 61 feet east of Avondale Avenue and extending 97 feet easterly therefrom be rescinded; and,

(d) That the City Traffic By-law 89-72 be amended accordingly; and,

(e) That the Commissioner of Public Works and Traffic be authorized to issue, upon request, up to a maximum of 5 parking permits to eligible abutting residents.

Mark B. Hyett for D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. The $36 annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

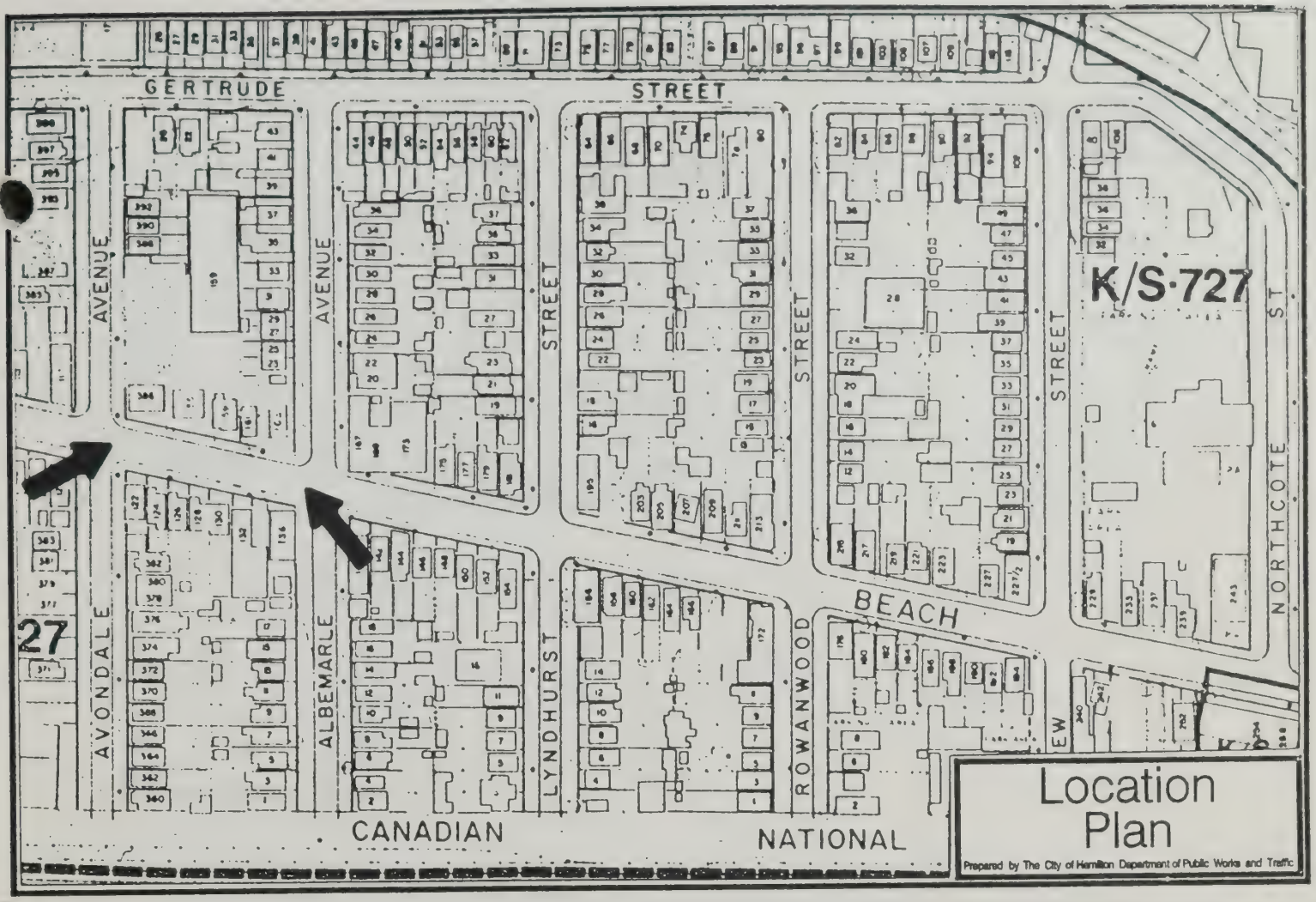
City Council recently approved a "No Parking 7:00 a.m. to 4:00 p.m." regulation on the north side of Beach Road, between Avondale Avenue and Albemarle, to prohibit vehicles from parking too close to the driveways accessing Central Steel Fabricators, 155 Beach Road. Shortly thereafter, Alderman Bernie Morelli advised staff of concerns from area residents respecting the loss of on-street parking associated with the prohibition and requested that the subject "No Parking" signs not be erected until such time as the matter could be fully reviewed.

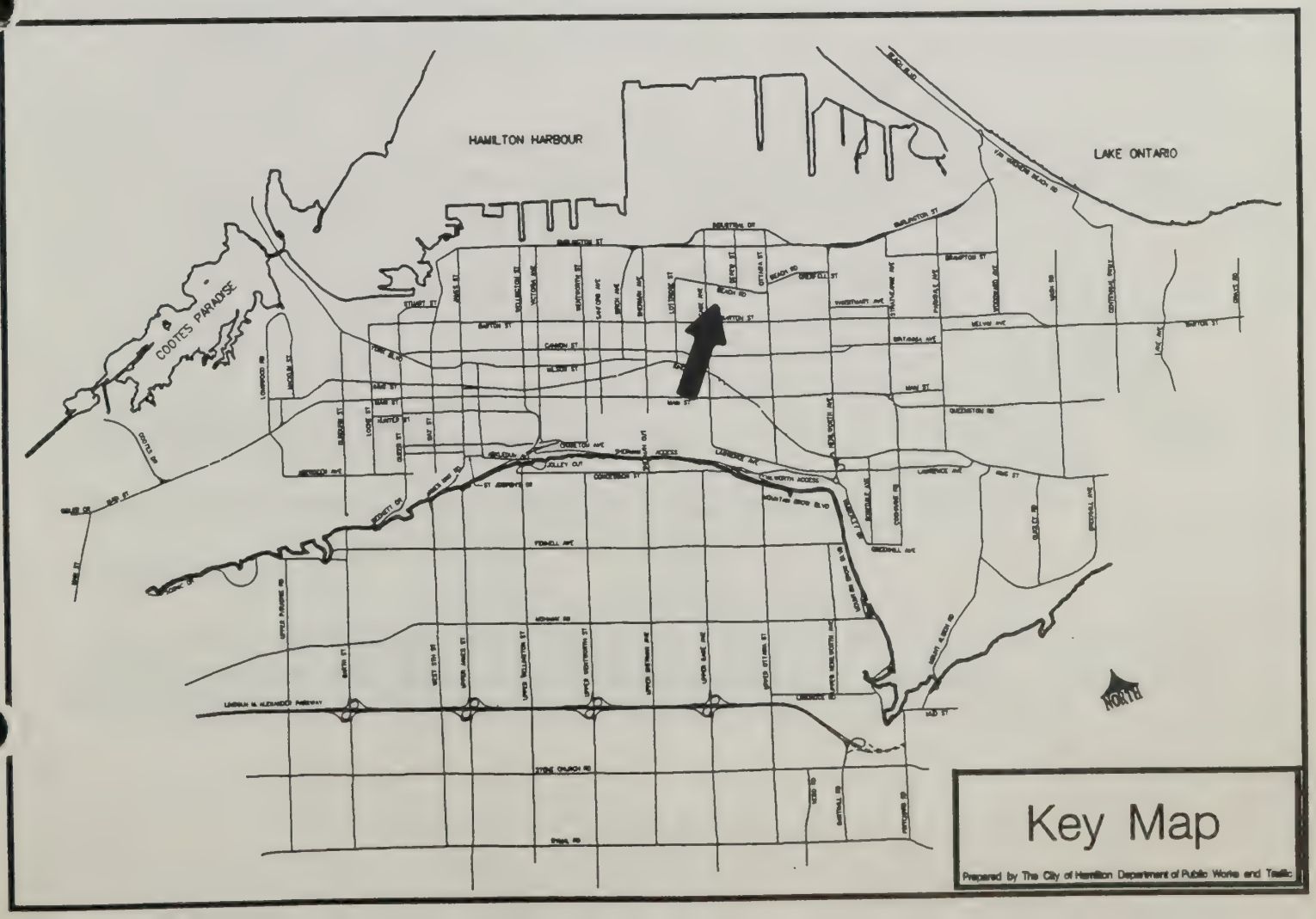
Beach has a 38-foot pavement width and, presently, there is unrestricted parking on the north side, and a full-time "No Parking" regulation on the south side of the street in this area. Of the 12 properties abutting Beach in this block, five are residential, three are light industrial and the remaining four are commercial properties.

As a result of several discussions between staff and area residents, a petition signed by four of the five abutting residents on Beach Road was submitted to the Department requesting that a "Permit Parking" regulation be implemented on the north side of the street in this block. A subsequent site investigation revealed that implementing the requested "Permit Parking" regulation and replacing the "No Parking 7:00 a.m. to 4:00 p.m." regulation with separate "No Stopping" regulations, specific to each of the Central Steel Fabricators' driveways, will preserve the existing on-street parking for abutting residents and, at the same time, maintain the turning radius clearances required to accommodate truck movements.

Staff spoke with representatives of Central Steel Fabricators, who advise that they have no objection to the change in parking regulations and, since 80% of the residents are in favour of the "Permit Parking" regulation, staff supports both the requested "Permit Parking" regulation and the "No Stopping" driveway clearance regulations. Alderman Morrelli has been apprised of the change in regulation and concurs with the resident's request.

CVB/MBH


GERTRUDE
STREET
AVENUE
AVENUE
STREET
STREET
STREET
K/S-727
NORTHCOTE
ST
27
AVONDALE
ALBEMARLE
LYNDHURST
ROWANWOOD
BEACH
EW
CANADIAN
NATIONAL
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

1.(B)(i)(n)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 January 8
File No. TEC-030-99 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 65 Marion Avenue - Request to Relocate a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That the by-law entry allowing for a "Permit Parking" regulation on the west side of Bond Street South commencing at a point 25 feet north of Marion Avenue and extending to a point 22 feet northerly therefrom be revised such that the regulation commences at a point 48 feet north of Marion Avenue and extends to a point 22 feet northerly therefrom; and

(b) That the by-law entry allowing for a "Permit Parking" regulation on the east side of Bond Street South commencing at a point 63 feet north of Marion Avenue and extending to a point 22 feet northerly therefrom be rescinded; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

M. L. B. Hagell for D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

No additional costs will be incurred as the signs are not presently in place.

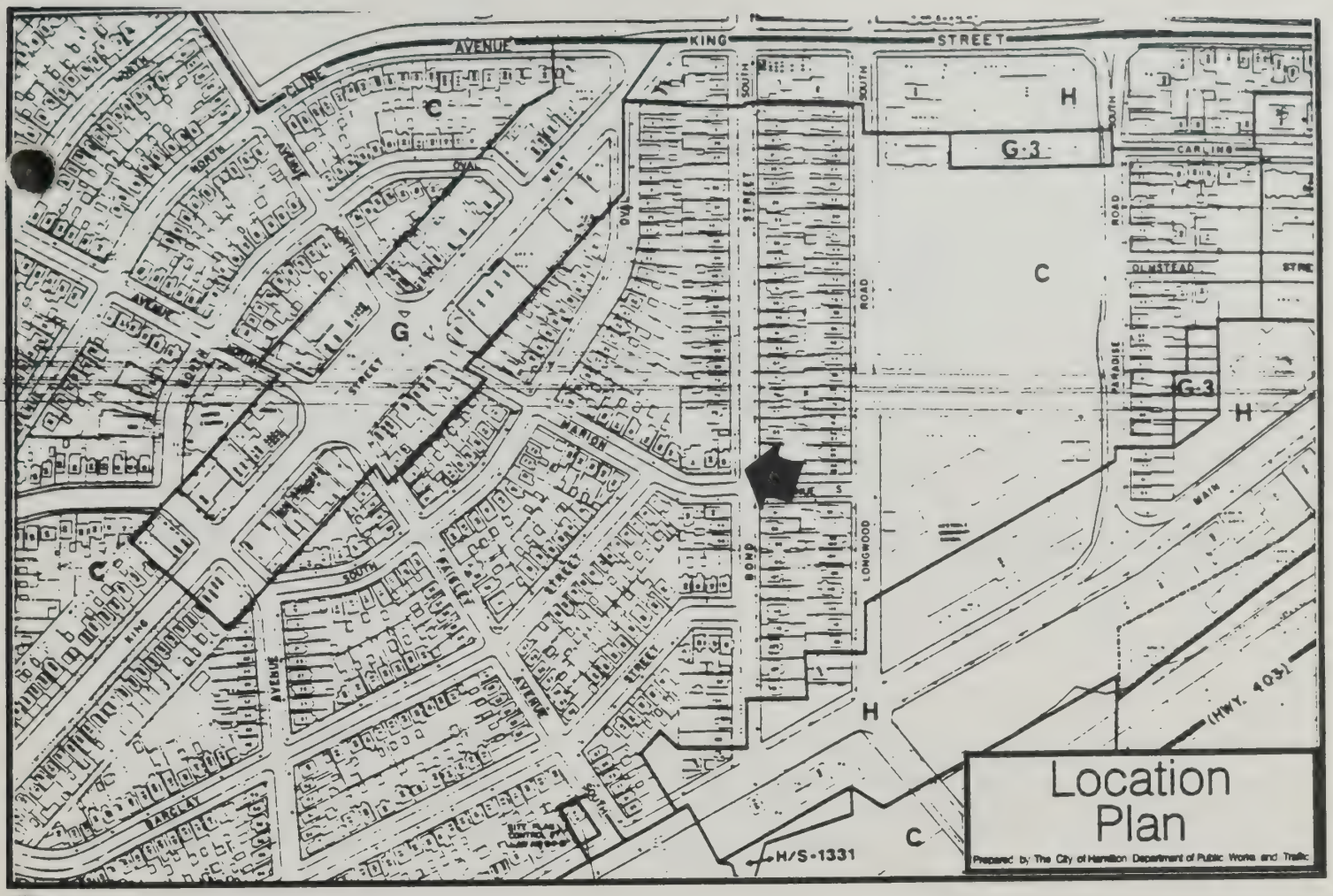
BACKGROUND:

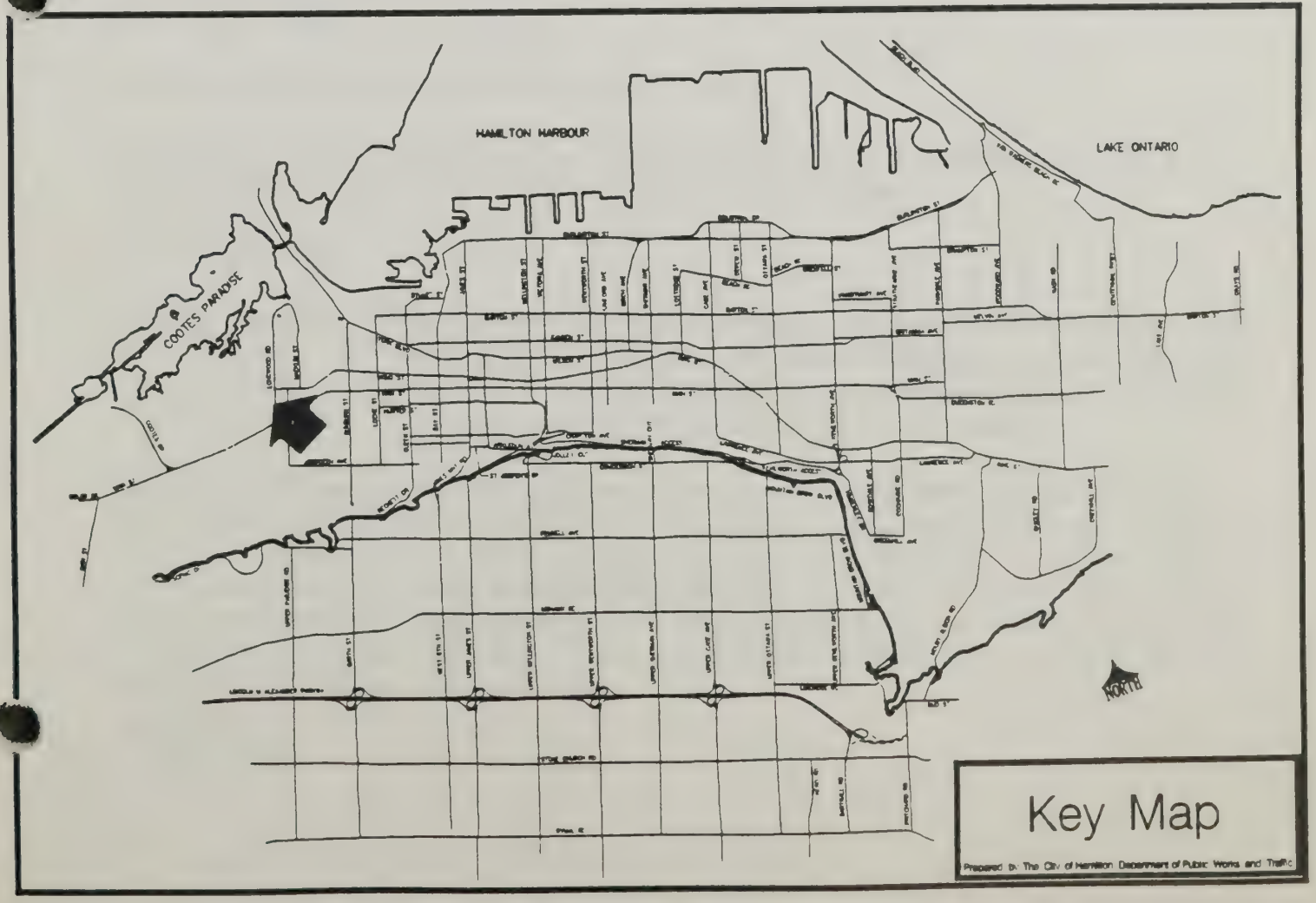
City Council, at its meeting held on 1998 October 13, approved a request from Mr. Reid, 65 Marion Avenue, that a reserved "Permit Parking" space be designated on both sides of Bond directly adjacent to and across from his home since his wife is disabled.

Mr. Reid has recently advised staff that he has changed his mind and now only requires the space on his side (west side) of the street, so as not to inconvenience other area residents. Mr. Reid also requested that the reserved space on the west side adjacent to his home be relocated further north to align with the walkway at the side of his home. Loading and unloading may occur on the west side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation. To date, the signs have not been installed. Therefore, staff concurs with the request.

MH

CVB/MBH/kag


KING STREET
AVENUE
CLINE
SOUTH
BOND STREET
ROAD
CARLING
DUNDURN
MAIN
LONGWOOD
PARKDALE
AVENUE
BARCLAY
(HWY. 403)
H/S-1331
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

1.(B)(i)(6)

- RECOMMENDATION -

DATE: 1999 January 6
File No. TEC-027-99 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: **Hess Street North, north of Barton Street West – Parking Regulations**

RECOMMENDATION:

That a "No Parking, 7:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of Hess Street North commencing at a point 110 feet north of Barton Street West and extending to a point 129 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

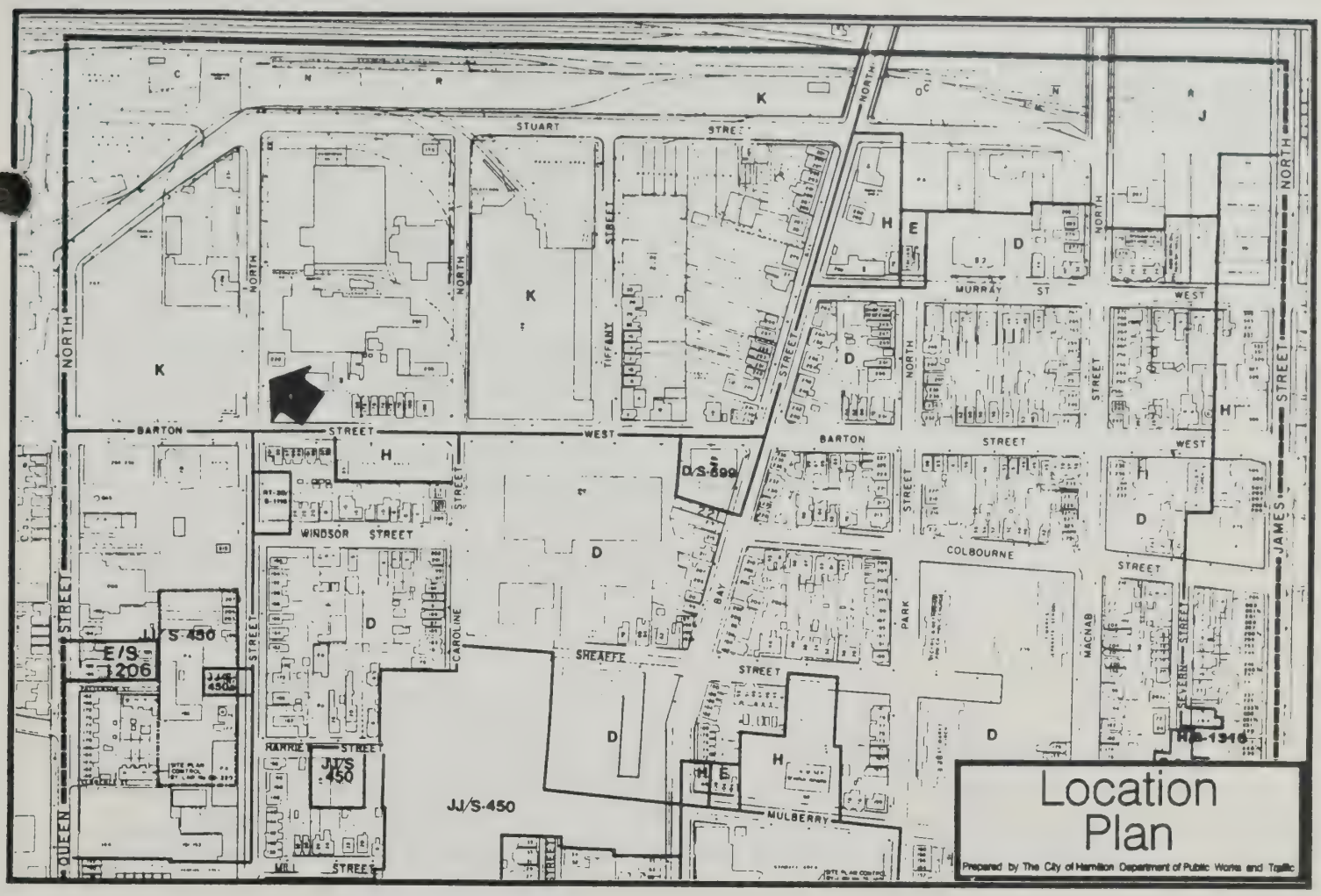
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

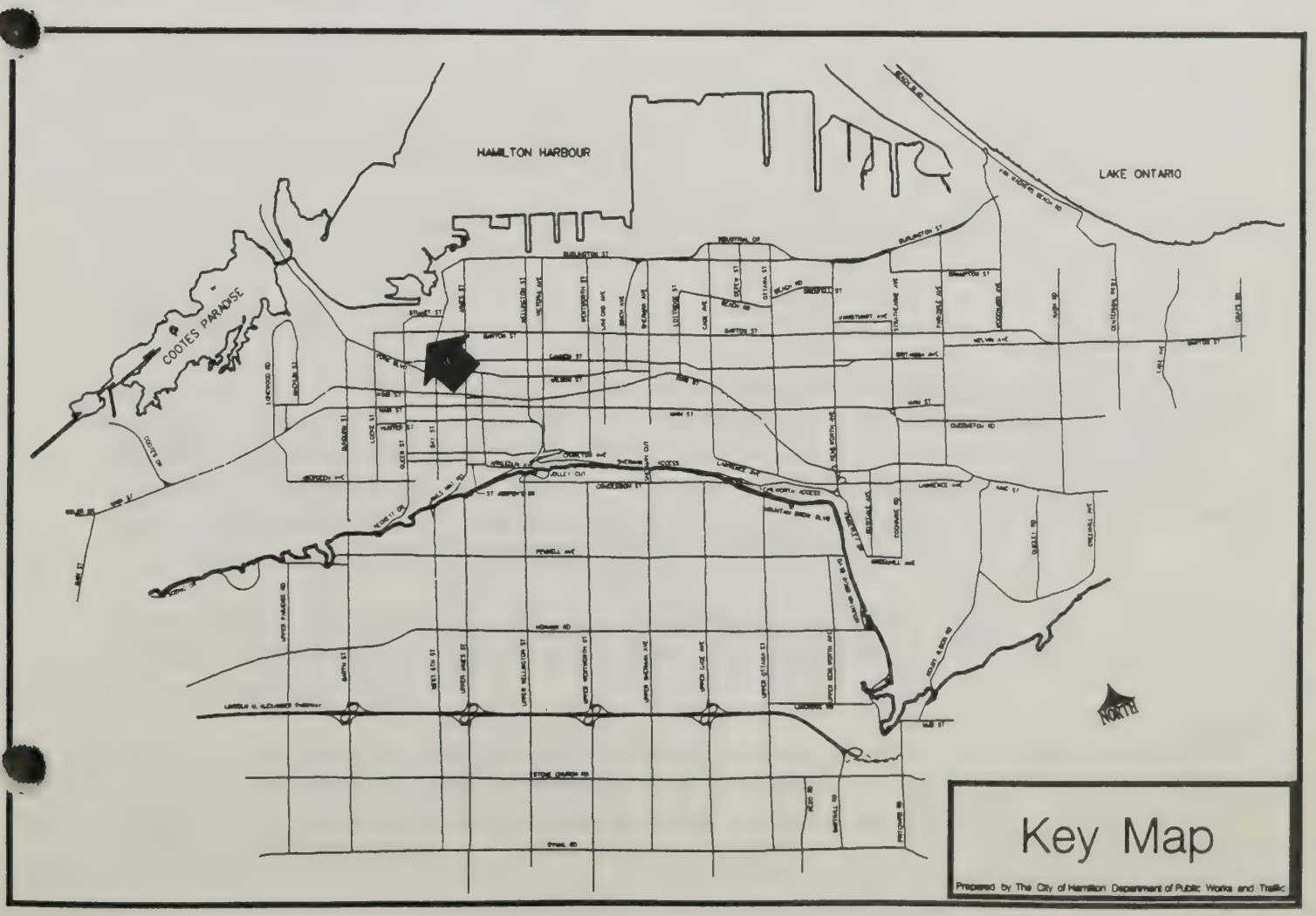
BACKGROUND:

Staff has received a request from staff of B & M Recycling, 228 Hess Street North, that a "No Parking, 7:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of Hess, north of Barton, adjacent to vacant land and opposite their driveway, to facilitate truck turning movements into and out of this property.

Hess has a 30-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The land use on Hess in this area is primarily industrial. The implementation of the requested regulation will result in the loss of approximately six on-street parking spaces during the day, Monday to Friday. However, this area will be available after 4:00 p.m. and all day on the weekend and since parking is permitted on both sides for the remainder of the block, staff does not anticipate any parking difficulties and concurs with the request.

CVB/MBH/kag


STUART STREET
BARTON STREET WEST
WINDSOR STREET
HUNTER STREET
MILL STREET
MULBERRY STREET
COLBOURNE STREET
SHEAFFE STREET
MURRAY ST
QUEEN STREET
JAMES STREET NORTH
CAROLINE STREET
MACNAB
PARK
BAY
TIFFANY
D/S-699
E/S 206
J/S 450
JJ/S-450
HS-1316
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

1.(B)(i)(p)

- RECOMMENDATION -

DATE: 1999 January 05
File No. TEC-017-99 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking Regulations on Glen Echo Drive adjacent to Glen Echo School

RECOMMENDATION:

That a "No Stopping, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Glen Echo Drive from Secord Drive to 208 feet north of the south leg of Loyalist Drive and from 106 feet north of the south leg of Loyalist Drive to Rainbow Drive, and that the City Traffic By-law 89-72 be amended accordingly.

D Lobo .

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

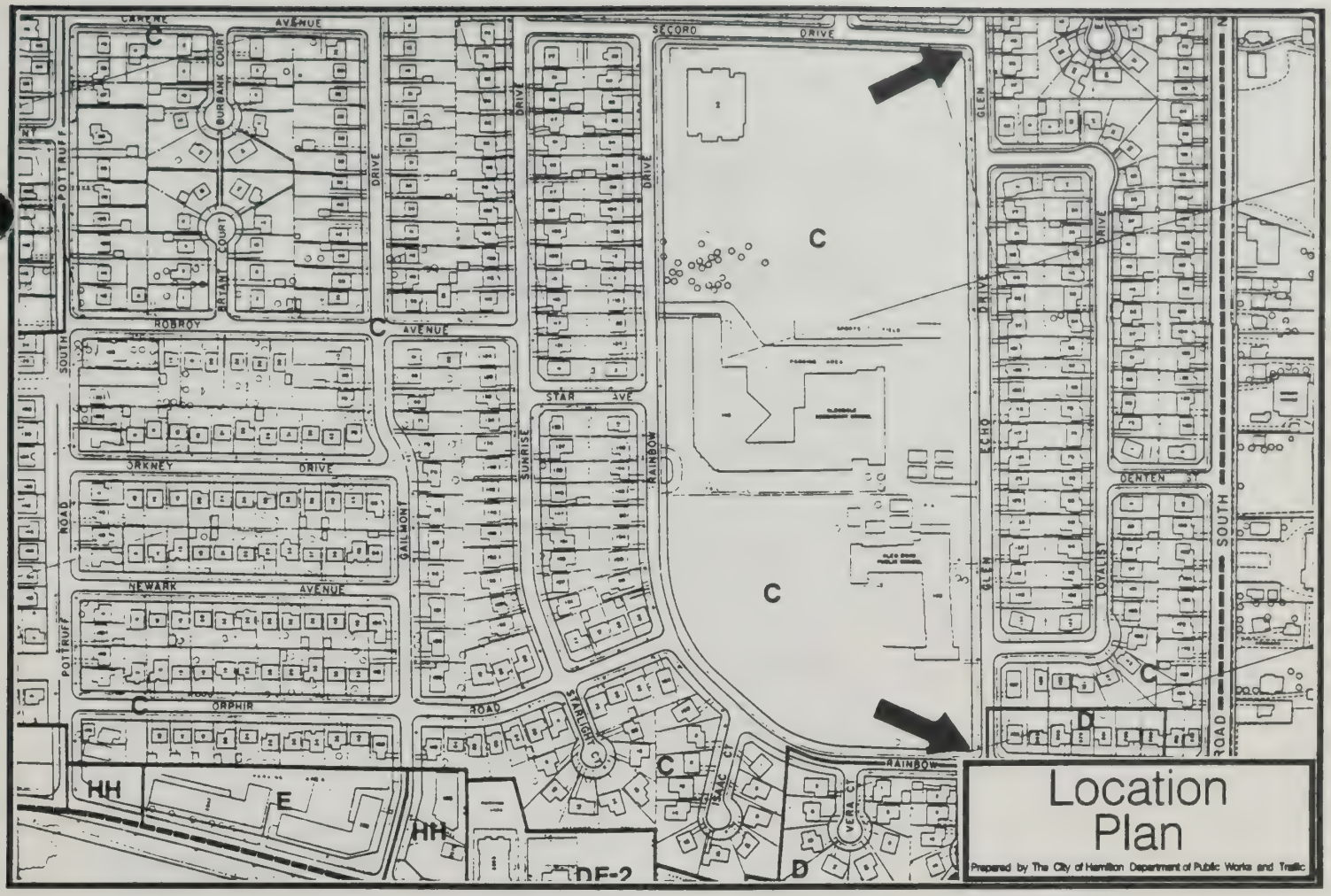
The Principal of Glen Echo School has requested that stopping be prohibited on the west side of Glen Echo Drive in front of the school due to concerns regarding the safety of children walking to/from school. The safety of these children is compromised due to motorists parking/stopping on both sides of Glen Echo causing congestion and reducing the flow of traffic along the street. In many cases, children are having to cross between parked cars which creates a potentially hazardous situation.

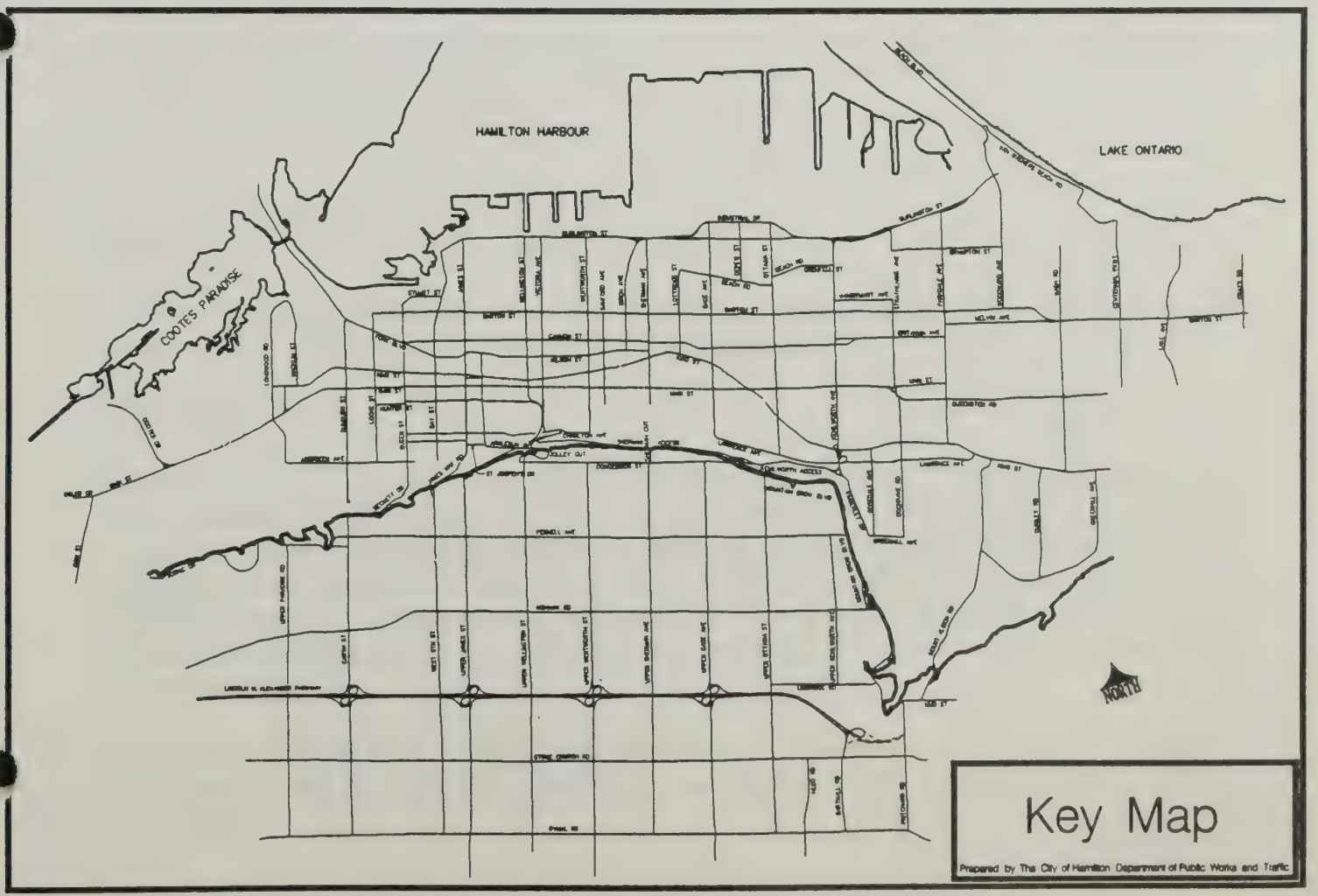
The school and school council has requested cooperation from the parents on numerous occasions, to park in areas other than those causing a safety concern, with little success.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Glen Echo in this area. Thus, there will be no loss of parking which could impact the neighbouring residential properties. Therefore, staff concurs with this request.

Changing the parking prohibition to a stopping prohibition during school times will allow more effective and immediate enforcement action which is necessary to address the safety matter.

TA/MBH/klk


SECORO DRIVE
GLEN ECHO DRIVE
GLEN LOYALIST DRIVE
SOUTH SERVICE ROAD
CARENE AVENUE
BURBANK COURT
ARTANT COURT
POTTRUFF ROAD
ROBROY AVENUE
OAKNEY DRIVE
NEWARK AVENUE
ORPHIR ROAD
GAILMONT DRIVE
SUNRISE DRIVE
RAINBOW DRIVE
STAR AVE
STARLIGHT CRT
ISAAC CT
VERA CT
DENTEN ST
RAINBOW
C
D
E
HH
DF-2
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

1. (B)(i)(q)

- RECOMMENDATION -

DATE: 1998 December 21
File No. TEC-019-99 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking Regulations on Kingslea Drive adjacent to Huntington Park School

RECOMMENDATION:

That a "No Stopping, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Kingslea Drive from Broker Drive to 180 feet southerly and from 267 feet south of Broker Drive to Sandalwood Drive, and that the City Traffic By-law 89-72 be amended accordingly.

D Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

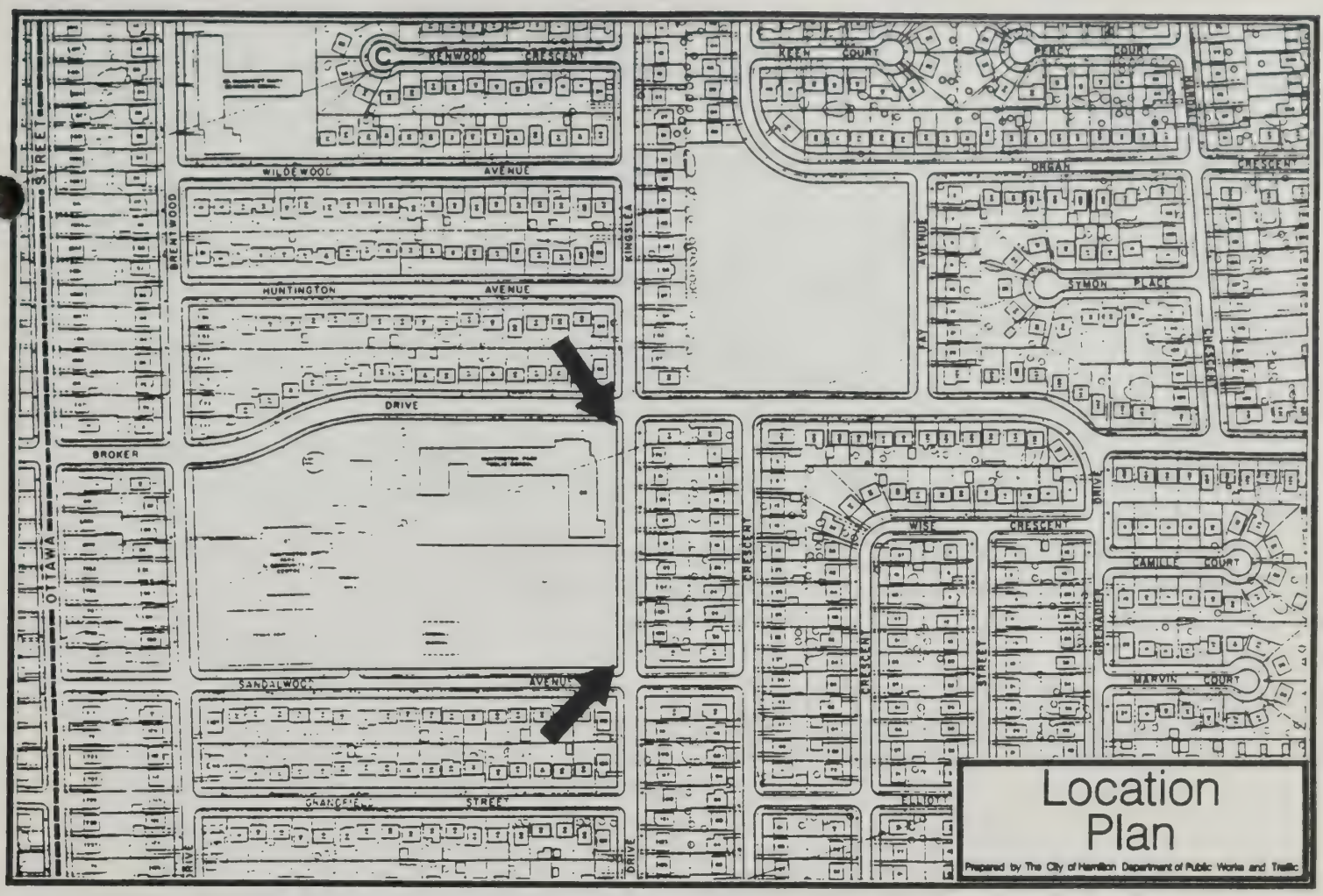
The Principal of Huntington Park School has requested that "No Stopping" regulations be implemented in critical pedestrian areas on the west side of Kingslea Drive adjacent to the school due to concerns regarding the safety of children walking to/from school. The safety of these children is compromised due to motorists parking/stopping on both sides of Kingslea causing congestion and reducing the flow of traffic along the street. In many cases children are having to cross between parked cars, which creates a potentially hazardous situation.

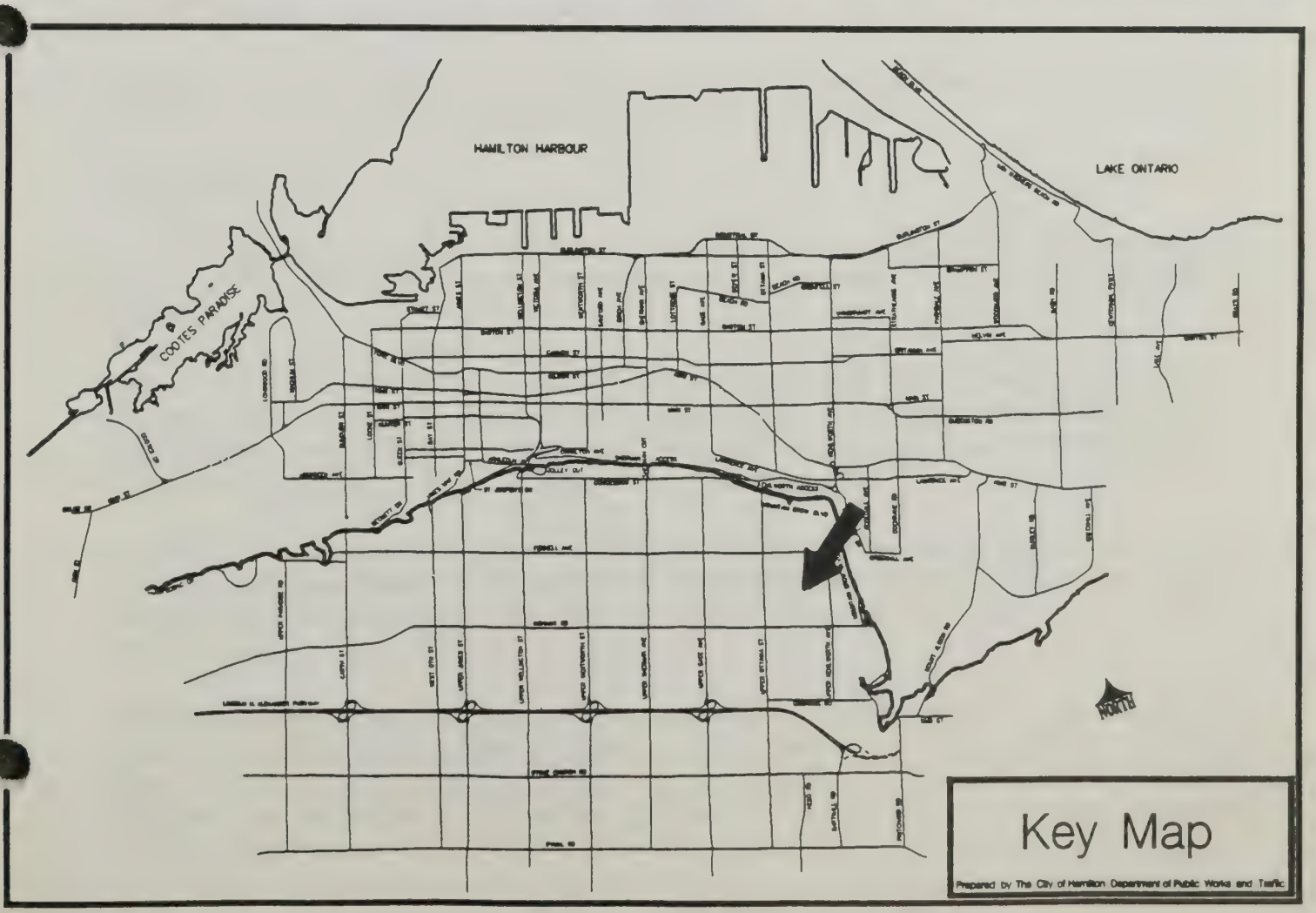
The school and school council has requested co-operation from their parents on numerous occasions, to park in areas other than those causing a safety concern, without any success.

There is presently a "No Parking Anytime" regulation on the west side of Kingslea in this area. Thus, there will be no loss of parking which could impact the neighbouring residential properties. Therefore, staff concurs with this request.

Changing the parking prohibition to a stopping prohibition during school times will allow more effective and immediate enforcement action which is necessary to address this safety matter.

TA/kag


KENWOOD CRESCENT
KEEN COURT
PERCY COURT
WILDEWOOD AVENUE
HUNTINGTON AVENUE
DRIVE
BROKER
SANDALWOOD AVENUE
GRANCREST STREET
OTTAWA STREET
BRENTWOOD
KINGSLEA
DRIVE
CRESCENT
FAY AVENUE
ORKAN CRESCENT
SYMON PLACE
WISE CRESCENT
CAMILLE COURT
MARVIN COURT
ELLIOTT STREET
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

1. (B) (ii)

- RECOMMENDATION -

DATE: 1998 December 11
File No. TEC-010-99 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersections of John Street North and Simcoe Street East and John Street North and Picton Street East – Intersection Control

RECOMMENDATION:

That all-way stop control be implemented at the intersections of John Street North and Simcoe Street East and John Street North and Picton Street East, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

On 1998 November 9, Aldermen Horwath and Corsini convened a public meeting to discuss traffic safety concerns on John Street North from the C.N.R. tracks to Burlington Street.

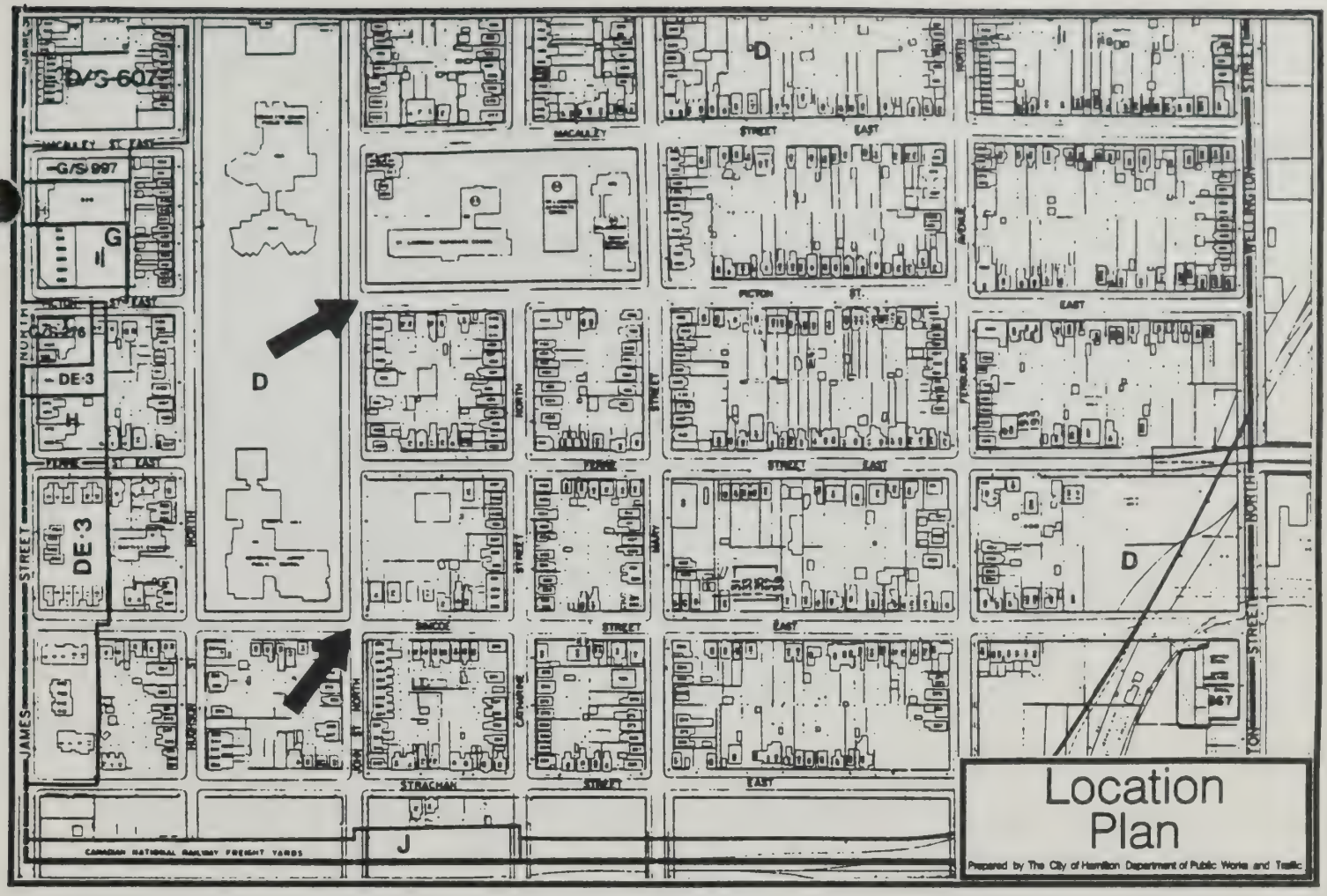
John Street in this vicinity is one-way northbound with one travel lane and parking on the east side of the street. There are three elementary schools and a recreation centre within a three block stretch. Historically, John, in this area, has been an arterial route and intended to function primarily for the movement of traffic.

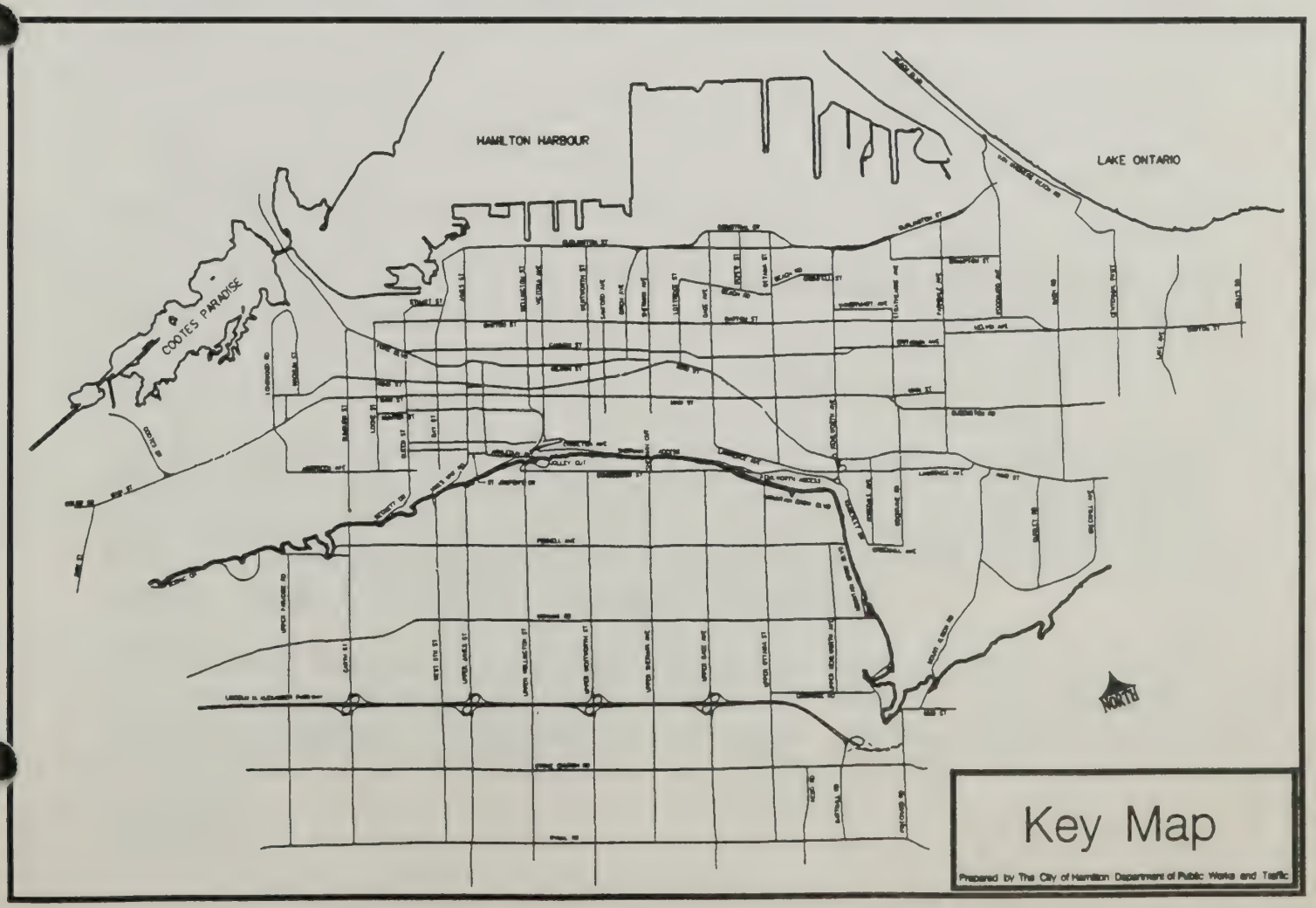
The status of this portion of John has changed. Recent traffic counts indicate that traffic volumes have decreased to approximately 3,500 vehicles per day, well below what is traditionally found on arterial roadways. In addition, John has not been a bus route for several years.

Numerous traffic safety issues were discussed at the public meeting, and following a lengthy discussion, it was agreed by those in attendance that stopping traffic on John Street at two intersections would address the majority of these concerns. It was proposed that all-way stop controls be installed at the intersection of John and Simcoe and John and Picton.

Staff have reviewed these proposed locations and concluded that the intersections meet at least one of the criteria respecting the use of all direction stop control due to their proximity to St. Lawrence, Centennial and Bennetto Schools. Therefore, staff recommends the installation of all-way stop control at the intersections of John Street North and Simcoe Street East and John Street North and Picton Street East.

TA/MBH/klk


D/S-607
G/S-997
DE-3
D
J
JAMES STREET NORTH
MACAULEY STREET EAST
PICTON ST.
PEARL STREET NORTH
BARTON STREET EAST
STRACHAN STREET EAST
CANADIAN NATIONAL RAILWAY FREIGHT YARDS
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

1. (B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 November 26
File No. TEC-001-99 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 18 Barons Avenue - Request to remove a "No Stopping, Wheelchair Loading Zone"

RECOMMENDATION:

That the existing "No Stopping, Wheelchair Loading Only, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Barons Avenue North, commencing at a point 190 feet north of Main Street East and extending to a point 18 feet northerly therefrom, be removed and that the City Traffic By-law be amended accordingly.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

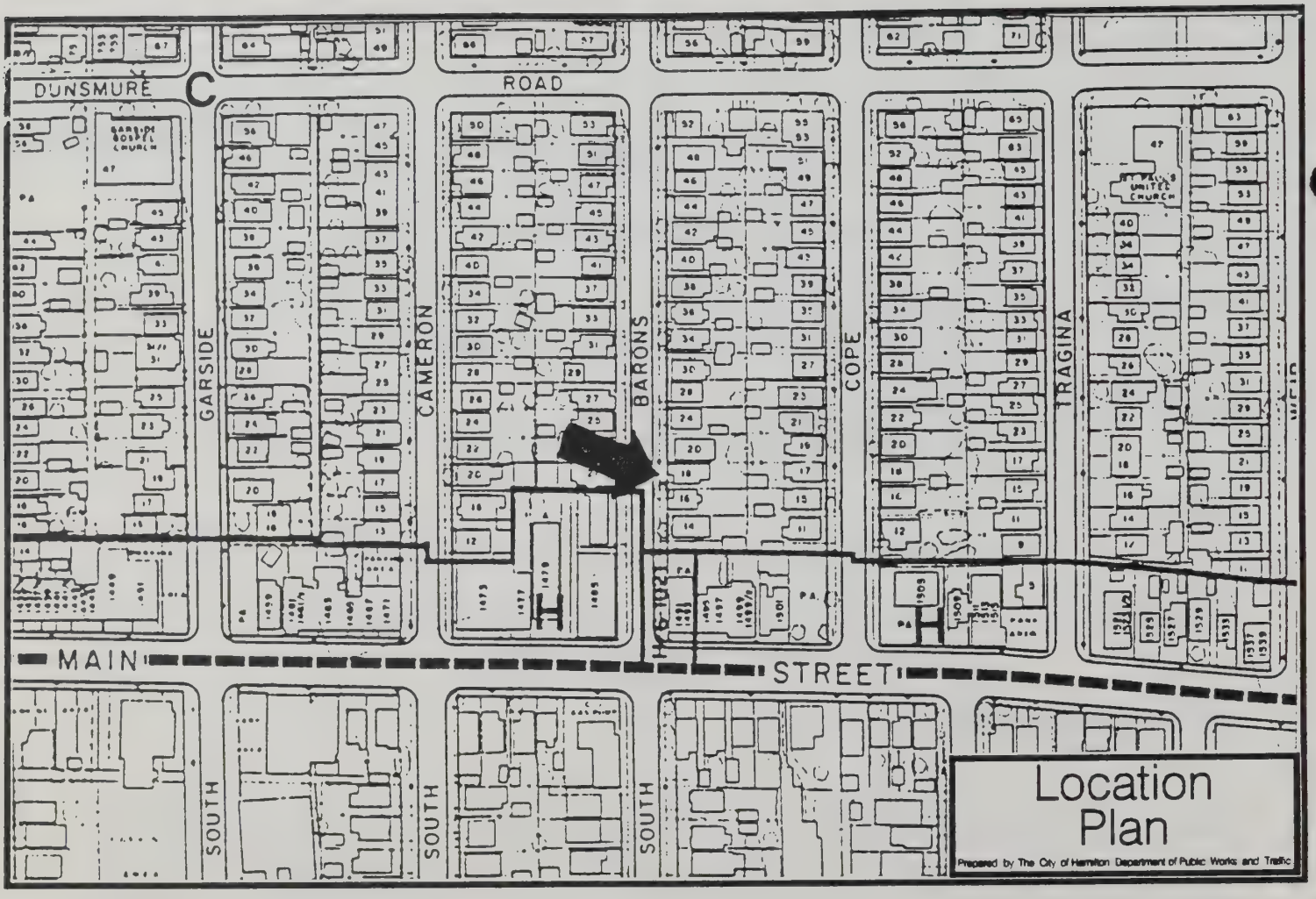
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing the subject signs.

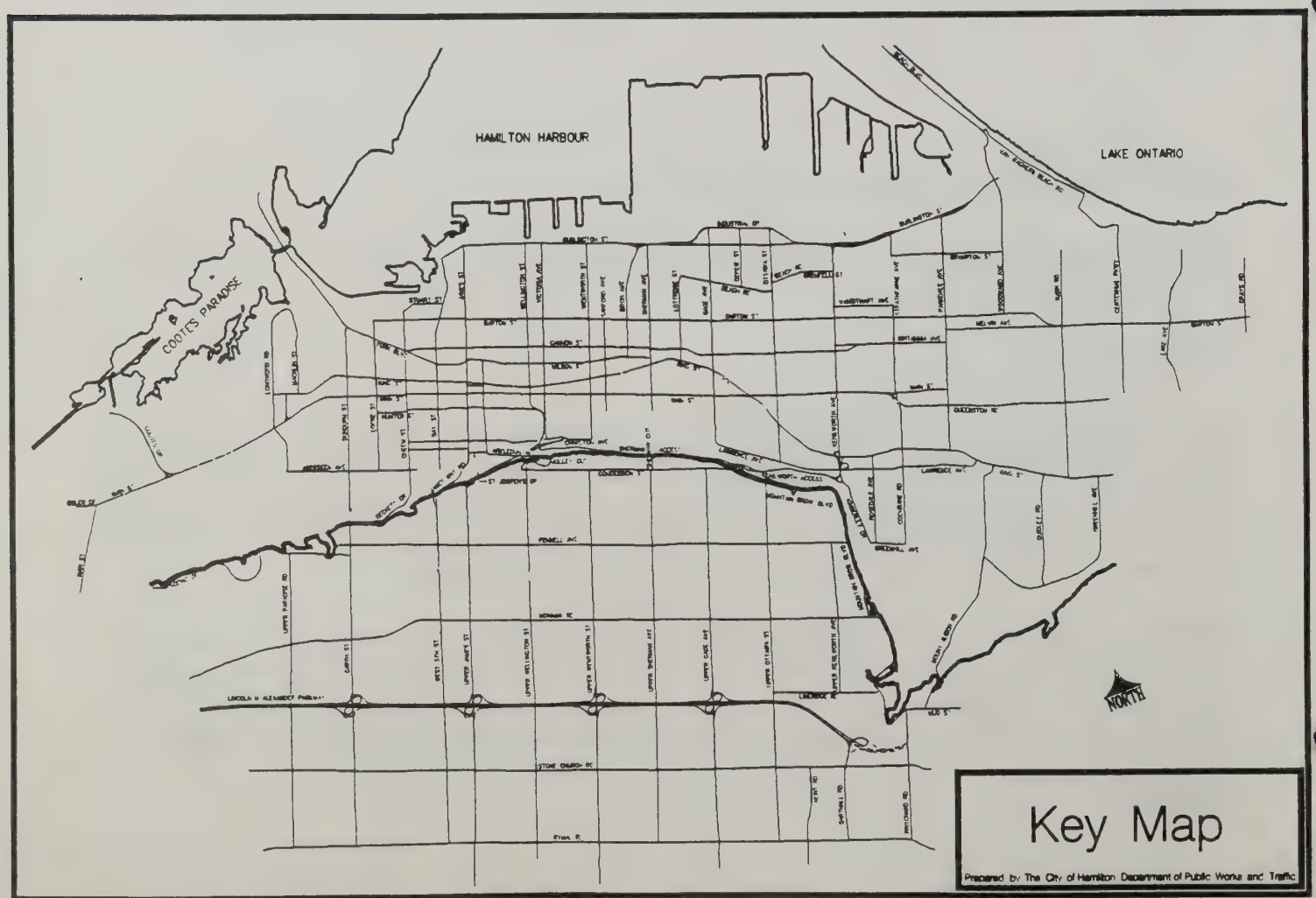
BACKGROUND:

Staff has received a request from Mr. Robert Lemp, 18 Barons Avenue North, to remove the "No Stopping Wheelchair Loading Zone" from the east side of Barons Avenue, in front of his home. The subject regulation was implemented for the benefit of Mr. Lemp's daughter, however, Mr. Lemp advises that she has recently passed away and, therefore, it would be appropriate to remove the signs.

Barons Avenue has a 24 foot pavement width and, presently, there is an "Alternate Side Parking" regulation on the street in this area. Removal of the "Wheelchair Loading Zone" regulation will restore one on-street parking space to the east side of the street and, since the prohibition is no longer required, staff supports the request.

CVB/MBH


DUNSMURE
ROAD
GARSIDE
CAMERON
BARONS
COPE
TRAGINA
MAIN
STREET
SOUTH
SOUTH
SOUTH
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

1.(B)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 December 07
File No. TEC-005-99 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Hess Street Village Pedestrian Mall By-law No. 80-179
- By-law Amendments

RECOMMENDATION:

That in accordance with a request from the Hess Village Mall Authority, the following regulatory and operational changes be made respecting the pedestrian mall on George Street between Queen Street South and Hess Street South:

a) That delivery vehicles, no longer be restricted to specified hours of the day; and,

b) That vehicles operated by the Hamilton-Wentworth Regional Police, the City of Hamilton, the Regional Municipality of Hamilton-Wentworth, any public utility, any ambulance company, any funeral home or mortuary, any towing agency while performing a towing service or emergency road-side repair, and any Provincial Ministry be included as an "authorized emergency vehicle" to exempt these vehicles from the provisions of the By-law 80-179; and,

c) That the Commissioner of Public Works and Traffic be authorized to issue permits exempting permit holders from the provisions of the subject By-law; and,

d) That a by-law to amend By-law 80-179 be passed and enacted.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The subject text amendments will facilitate operational efficiencies and enforcement revenues of an undetermined amount will accrue to the City.

BACKGROUND:

City Council, at its meeting held 1980 June 24, enacted By-law 80-179, to establish a "Pedestrian Mall or Way" on George Street between Queen Street South and Hess Street South. The subject By-law, which founded the "Hess Village Pedestrian Mall Authority" as a governing body, prohibited the use of the pedestrian mall by vehicles except for the purpose of loading and unloading during specified hours of the day, and provided for the issuance of exemption permits by the Chief of Police to facilitate maintenance, repair, renovation and construction operations. Subsequently, on 1984 March 27, an amending by-law was enacted by Council, which more specifically prohibited the driving and stopping of vehicles within the pedestrian mall and authorized the Mall Authority to issue exemption permits.

Recently, City staff and members of the Hess Village Pedestrian Mall Authority reviewed the Hess Village Pedestrian Mall By-law and the Mall Authority indicated their desire that the following legislative and administrative improvements be implemented:

a) that deliveries no longer be restricted to specified hours of the day;

b) that the manner and levels of parking enforcement be modified to more effectively address issues of non-compliance;

c) that exemption permit issuance be co-ordinated between the Hess Village Pedestrian Mall Authority and the Department of Public Works and Traffic with a view to effectively managing the process;

d) that regulatory signing be maintained at an acceptable minimum, in order to intrude as little as possible upon the aesthetic appeal of the Mall's architectural and landscaping standards; and,

e) that the Hess Village Pedestrian Mall By-law be amended to maintain consistency with current legislation.

The requested improvements, through the execution of the aforesaid recommendations and various concurrent housekeeping amendments to the by-law, will generate enforcement efficiencies for the Department and enhance the business environment for the pedestrian mall stakeholders and, therefore, staff supports the Mall Authority's requests.

CVB/MBH

CITY OF HAMILTON

- RECOMMENDATION -

1.(B)(iii)(e)

DATE: 1998 December 17
File No. TEC-012-99 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: West side of Grosvenor Avenue North, north of Cannon Street East – Request to Remove a Loading Zone

RECOMMENDATION:

That the existing "No Parking, 8:30 a.m. to 5:00 p.m., Monday to Friday" regulation on the west side of Grosvenor Avenue North commencing 51 feet north of Cannon Street East and extending to a point 58 feet northerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing the subject signs.

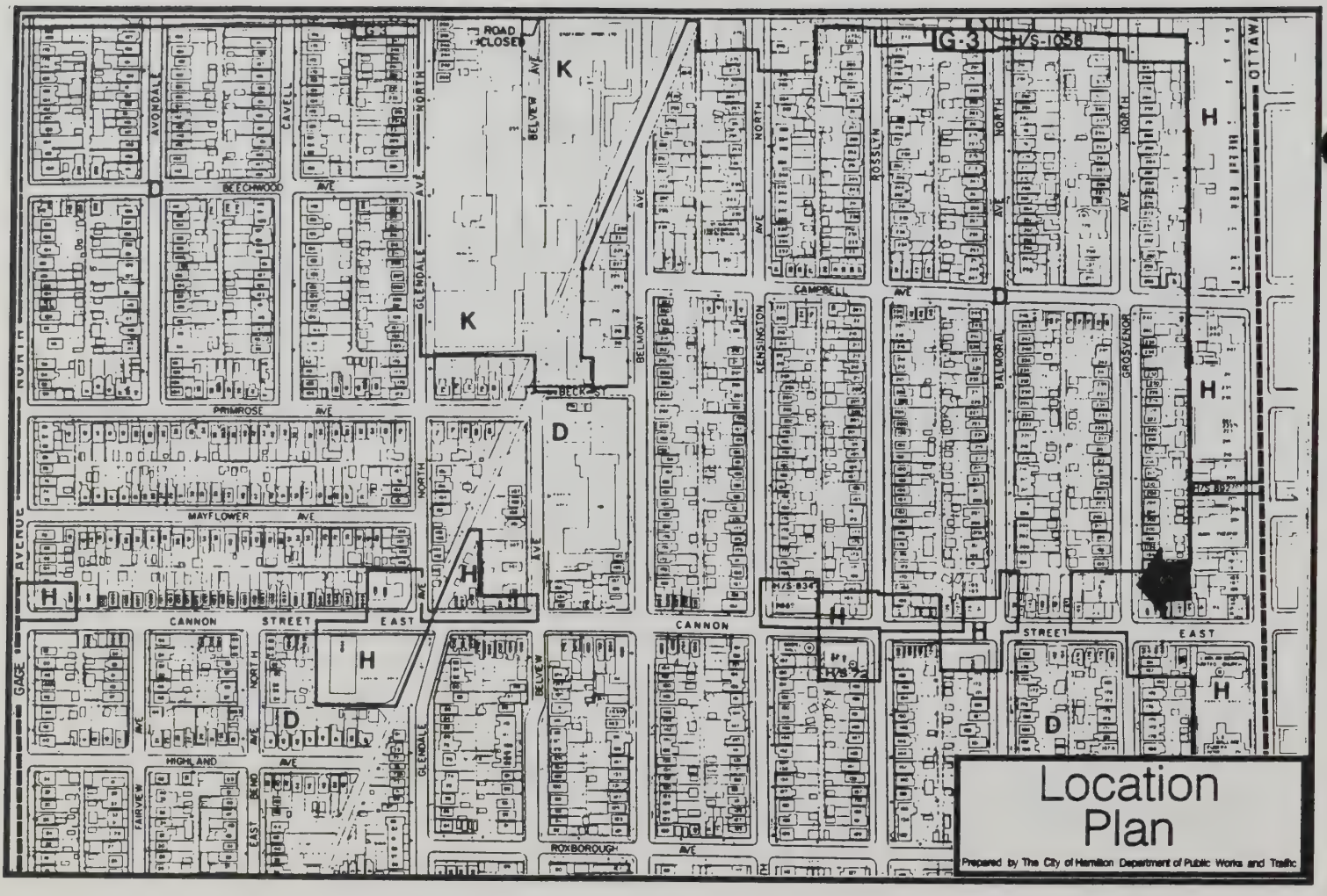
BACKGROUND:

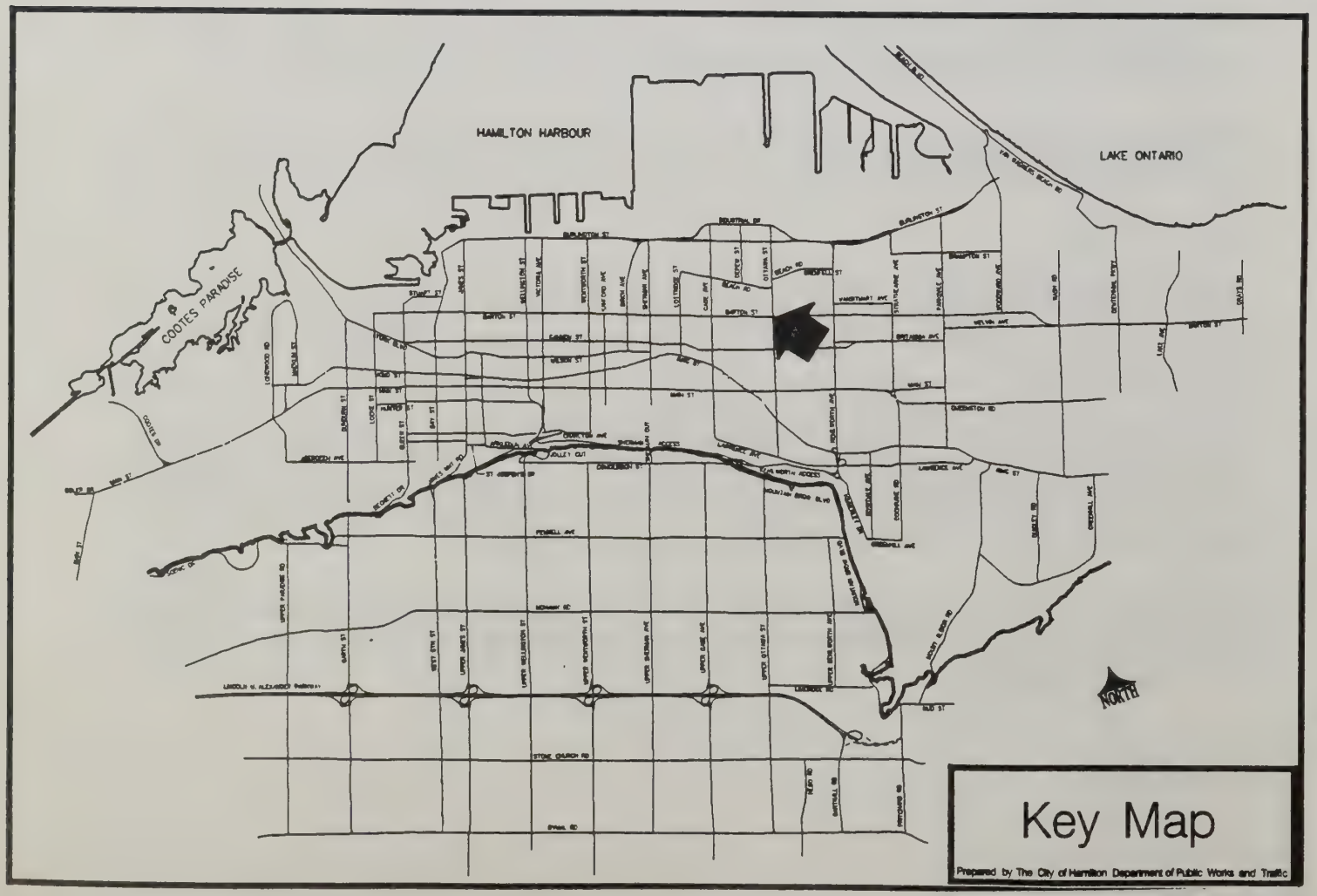
Staff has received a request from an area resident that the existing "No Parking, 8:30 a.m. to 5:00 p.m., Monday to Friday" regulation on the west side of Grosvenor, north of Cannon, be removed.

The subject regulation was implemented in 1984 to provide a loading zone for Penko Plumbing and Heating, which has since relocated. The tenants, Danco Automotive, 1167-1171 Cannon Street East, have advised that they support the removal of the subject loading zone. Therefore, staff concurs with the request.

The removal of the subject regulation will restore approximately three on-street parking spaces to the west side of the street which would be controlled by the existing "Alternate Side Parking" regulation.

SLCVB/MBH/klk


ROAD CLOSED
AVONDALE AVE
CAVELL AVE
BEECHWOOD AVE
PRIMROSE AVE
MAYFLOWER AVE
CANNON STREET EAST
HIGHLAND AVE
GLADSTONE AVE NORTH
BELVIEW AVE
BELMONT AVE
CAMPBELL AVE
KENSINGTON AVE NORTH
ROSSLYN AVE NORTH
BALMORAL AVE
GROSVENOR AVE NORTH
OTTAWA
GAGE AVENUE
ROXBOROUGH AVE
FAIRVIEW AVE EAST
DEMO
H/S-1058
H/S-834
H/S-1572
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
BURLINGTON ST
MAIN ST
KING ST
KING WILLIAM ST
QUEENSTON RD
LAWRENCE AVE
DUNDURN ST
WELLINGTON ST
VICTORIA AVE
WENTWORTH ST
BIRCH AVE
DIVISION ST
OTTAWA ST
PARKDALE AVE
WOODWARD AVE
KENILWORTH AVE
CENTENNIAL PKWY
LOCKE ST
KING WILLIAM ST
JAMES ST
MACNAB ST
HUGHSON ST
JOHN ST
GEORGE ST
CATHERINE ST
BAY ST
MACKAY ST
HESS ST
PARK ST
GARTH ST
UPPER JAMES ST
UPPER WELLINGTON ST
UPPER WENTWORTH ST
UPPER SHERMAN AVE
UPPER GAGE AVE
UPPER OTTAWA ST
LINCOLN M. ALEXANDER PKWY
MOUNTAIN BROW BLVD
ESCARPMENT
FENNELL AVE
MOHAWK RD
STONE CHURCH RD
SYNAL RD
HOLLY & RIDGE RD
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

- RECOMMENDATION -

1. (B)(iii)(d)

DATE: 1998 December 17
File No. TEC-015-99 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 44 East 12th Street – Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of East 12th Street commencing at a point 179 feet north of Mountville Avenue and extending to a point 19 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

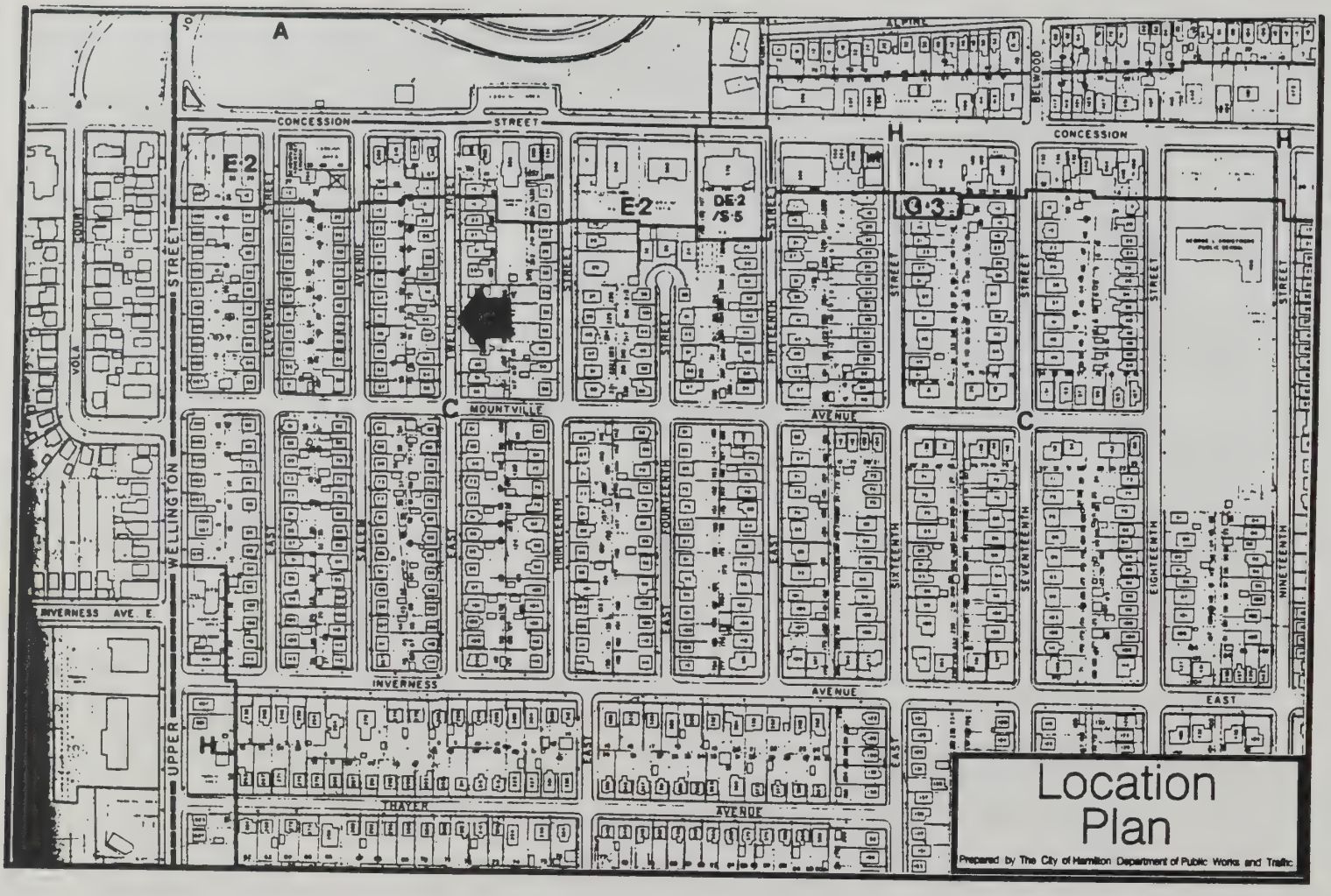
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

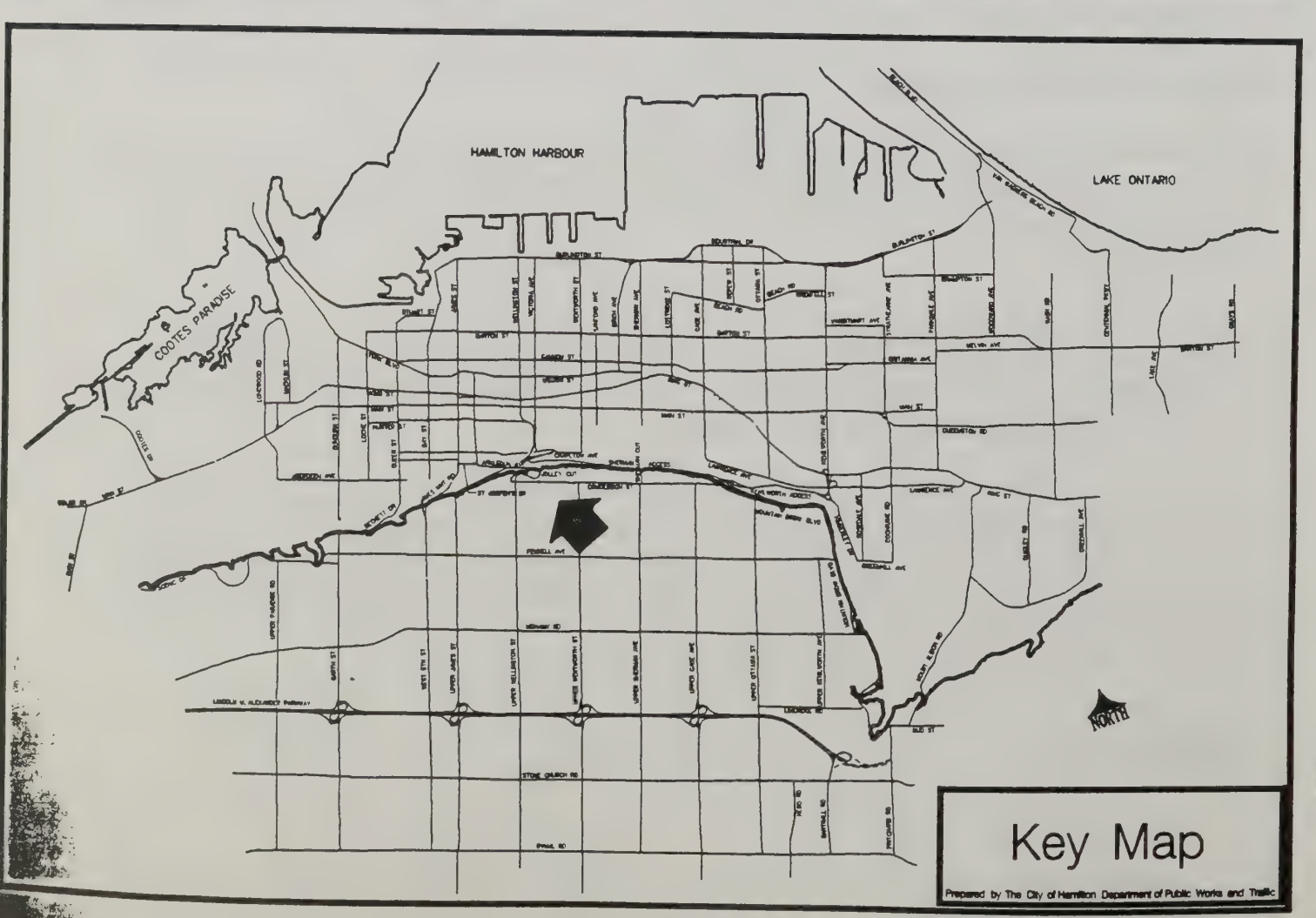
BACKGROUND:

Staff has received a request from Mr. John Munday, 44 East 12th Street, that a "Wheelchair Loading Zone, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of East 12th in front of his home since his mother is disabled and requires the use of Darts vehicles.

East 12th has a 24 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The implementation of the requested regulation would result in the loss of one legal on-street parking space directly in front of the applicant's home. However, the applicant has agreed to limit the hours of the regulation such that parking may occur after 4:00 p.m. during the week and all day on the weekend. Therefore, staff concurs with the request.

CVB/MBH/klk


A
CONCESSION STREET
CONCESSION
E-2
DE-2/S-5
C-3
H
MOUNTVILLE AVENUE
INVERNESS AVENUE EAST
THAYER AVENUE EAST
INVERNESS AVE E.
UPPER WELLINGTON STREET
ELEVENTH STREET
TWELFTH STREET
THIRTEENTH STREET
FOURTEENTH STREET
SIXTEENTH STREET
SEVENTEENTH STREET
EIGHTEENTH STREET
NINETEENTH STREET
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

- RECOMMENDATION -

1.(B)(iii)(e)

DATE: 1999 January 6
File No. TEC-028-99 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: **West side of Redmond Drive, north of Stone Church Road East – Driveway Clearance**

RECOMMENDATION:

That a full-time "No Stopping" driveway clearance be implemented on the west side of Redmond Drive, commencing at a point 240 feet north of Stone Church Road East and extending to a point 92 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

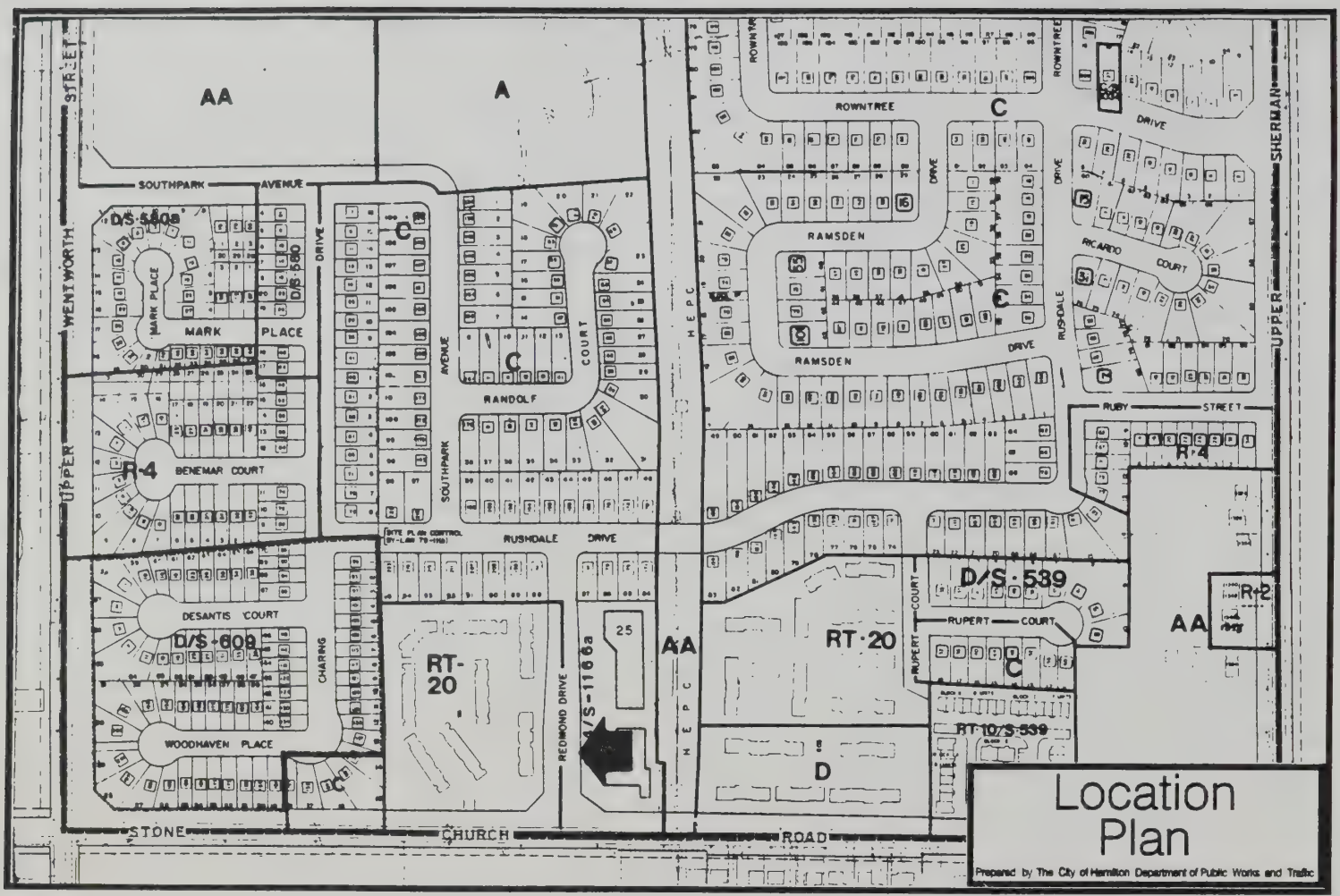
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

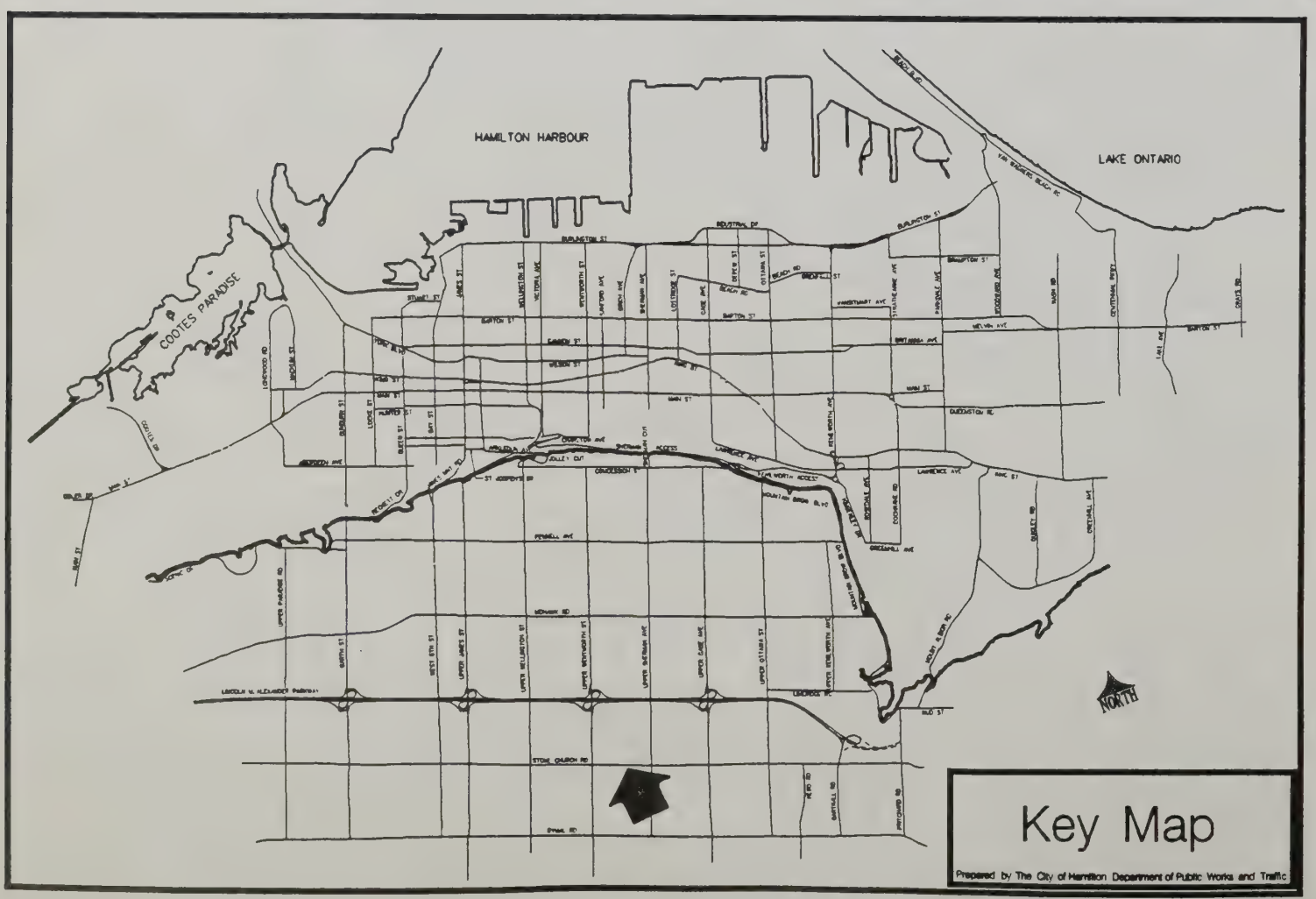
BACKGROUND:

Staff has received a request from Lynne Weaver, Resident Manager, 525 Stone Church Road East, that a "No Stopping" driveway clearance be implemented on the west side of Redmond, adjacent to the driveway of the townhouse complex, to improve visibility for motorists exiting the parking lot.

Redmond has a 28-foot pavement width and, at present, there is unrestricted parking on both sides of the street in this area and a "No Stopping" signal clearance to the south of the subject area. The implementation of the requested regulation will result in the loss of two on-street parking spaces. However, since there is substantial off-street parking available to area residents, staff does not anticipate any parking difficulties and concurs with the request.

CVB/MBH/kag


AA
A
SOUTHPARK AVENUE
WENTWORTH STREET
UPPER SHERMAN
ROWNTREE DRIVE
RAMSDEN DRIVE
RICARDO COURT
RUSHDALE DRIVE
RUBY STREET
MARK PLACE
BENEMAR COURT
DESANTIS COURT
WOODHAVEN PLACE
RANDOLF COURT
RUPERT COURT
REDMOND DRIVE
CHARNS
HEPC
D/S-540a
D/S-580
D/S-608
D/S-539
D/S-1166a
R-4
R-2
RT-20
RT-10/S-539
C
D
STONE CHURCH ROAD
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

1.(B)(iv)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 December 23
T103-52 (133) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Discharge of Outdoor Boulevard Cafe Agreement,
5 King William Street
(R-99-02)

RECOMMENDATION:

(a) That the Outdoor Boulevard Cafe Agreement for 5 King William Street, registered as Instrument No. 413656CD, be discharged;

(b) That the Mayor and City Clerk be authorized and directed to execute the discharge documents for the Outdoor Boulevard Cafe Agreement, registered as Instrument No. 413656CD, in a form satisfactory to the Law Department;

D. Lobo
Commissioner
Public Works and Traffic

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

Discharge of Outdoor Boulevard Cafe Agreement
5 King William Street

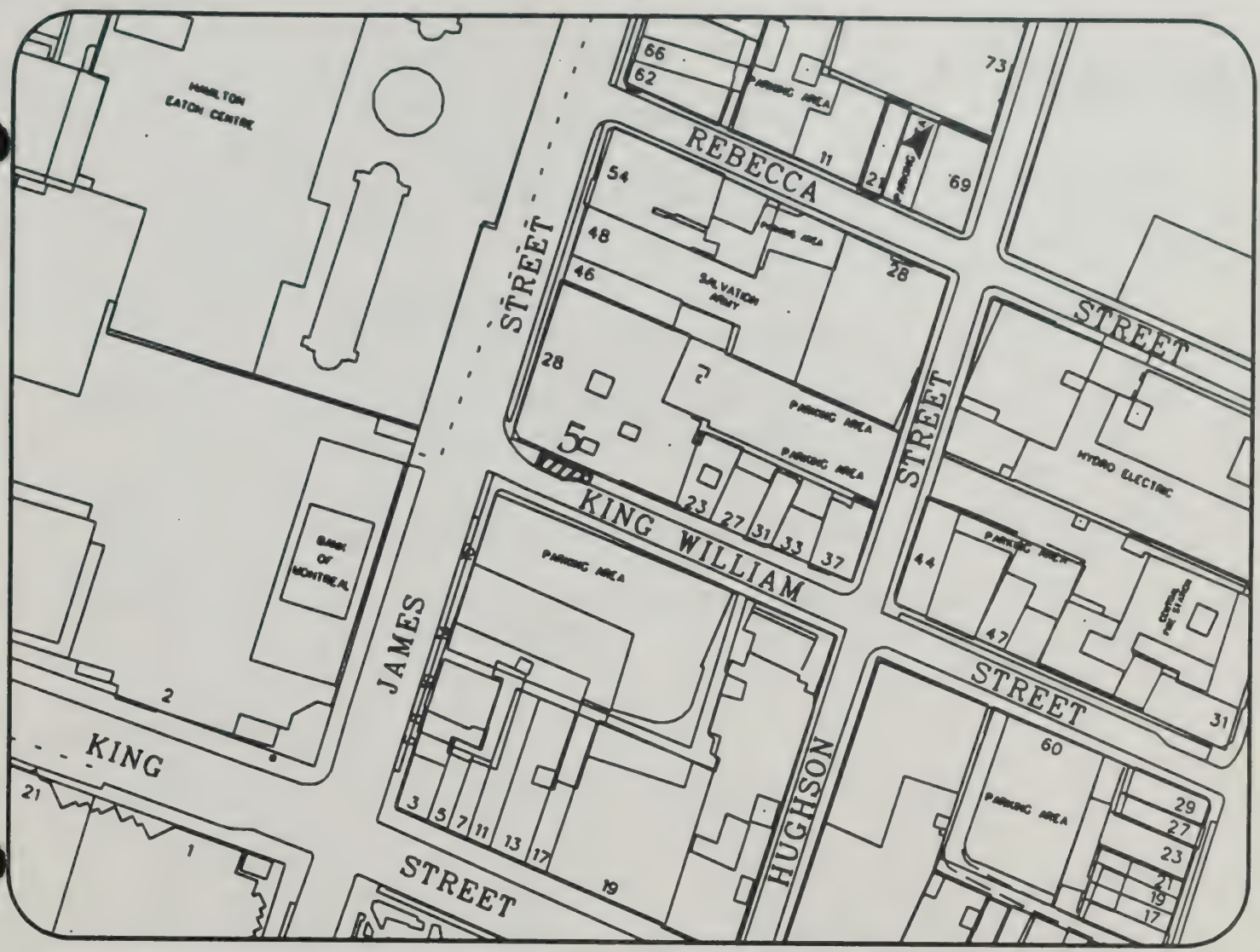
Cont'd...

BACKGROUND:

The owner of 5 King William Street has requested that the Encroachment Agreement between the City of Hamilton and the owner, for an Outdoor Boulevard Cafe, on the King William Street road allowance, dated 1987 June 8 and registered as Instrument Number 413656CD, be discharged. This Department has received the required fees and performed a site investigation that determined that the outdoor cafe is no longer in existence.

Since the cafe has been removed from the road allowance and the Treasury Department has been advised of the termination of the agreement, this Department has no objection to this request.

JKC:
cc: D. Arnott, Treasury Department



LOCATION PLAN

FOR DISCHARGE OF OUTDOOR BOULEVARD CAFE AT 5 KING WILLIAM STREET

Regional Municipality of Hamilton-Wentworth
Regional Transportation Department

LEGEND

AREA OF PROPOSED DISCHARGE

North	Scale	Reference File No.
	Not to Scale	T103-52(1330)
	Date	
	January 7, 1999	

KEY MAP

Not to Scale



Area of Plan

FORM RP-98-1

1.(B)(iv)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 December 23
File No.: S708-79 & S609-01/Gord McGuire

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: To incorporate certain City land into various streets by By-Laws (R-99-003)

RECOMMENDATION:

a) That the following City land be incorporated into the following streets:

Jacqueline Boulevard	Block 35	Plan 62M-830
Meadowpoint Drive	Block 24	Plan 62M-853
Market Street	Part 1	Plan 62R-12288
Sinena Drive	Parts 2 and 5	Plan 62R-8055

b) That the By-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the Corporate Counsel and be enacted by Council.

c) That the Commissioner of Transportation be authorized and directed to register the By-laws.

D. Lobo
Commissioner
Public Works and Traffic

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

To incorporate certain City land into various streets by By-Laws (R-99-003)

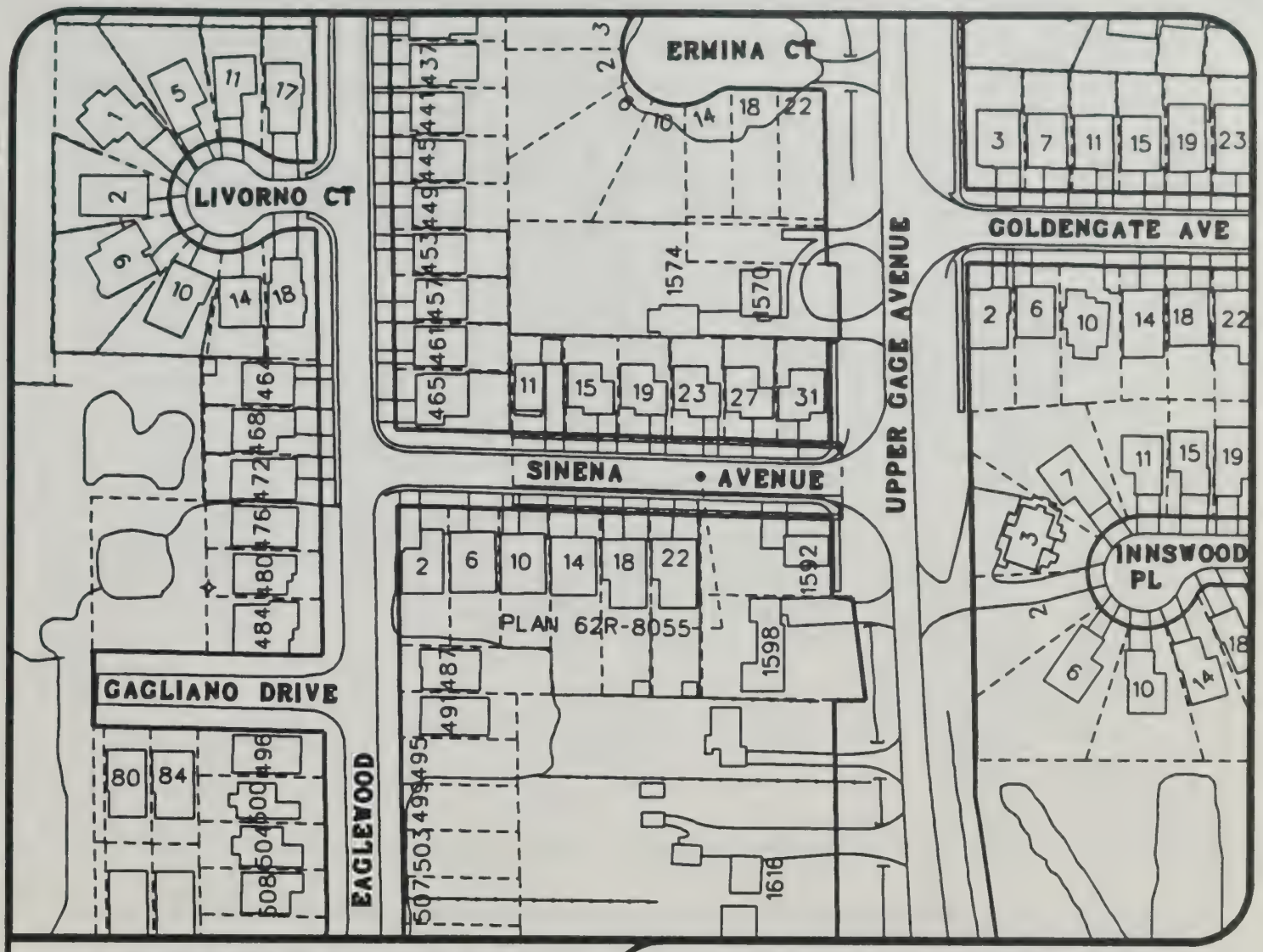
BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below. These by-laws have been prepared in a form that is satisfactory to the City Solicitor.

Incorporating into Street Name	Land Description being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Jacqueline Boulevard	Block 35, Plan 62M-830	N/A	To provide access to Allison Estates Phase 3	S708-79
Meadowpoint Drive	Block 24, Plan 62M-853	N/A	To provide access to Allison Estates Phase 3	S708-79
Market Street	Part 1, Plan 62R-12288	N/A	To complete final street widths	S609-01
Sinena Drive	Parts 2 and 5 Plan 62R-8055	N/A	To complete final street widths	S609-01

GM/cb
encls.

cc/H. Groen, Transportation Department
cc/F. Angelici, Planning Department
cc/M. Watson, Property Department



LOCATION PLAN

FOR INCORPORATION OF CITY LAND

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
REGIONAL TRANSPORTATION DEPARTMENT

LEGEND

AREA OF PROPOSED INCORPORATION

NORTH	SCALE	REFERENCE FILE NO.
	Not to Scale	65-1.555
	DATE	
	January 6, 1999	

NORTH

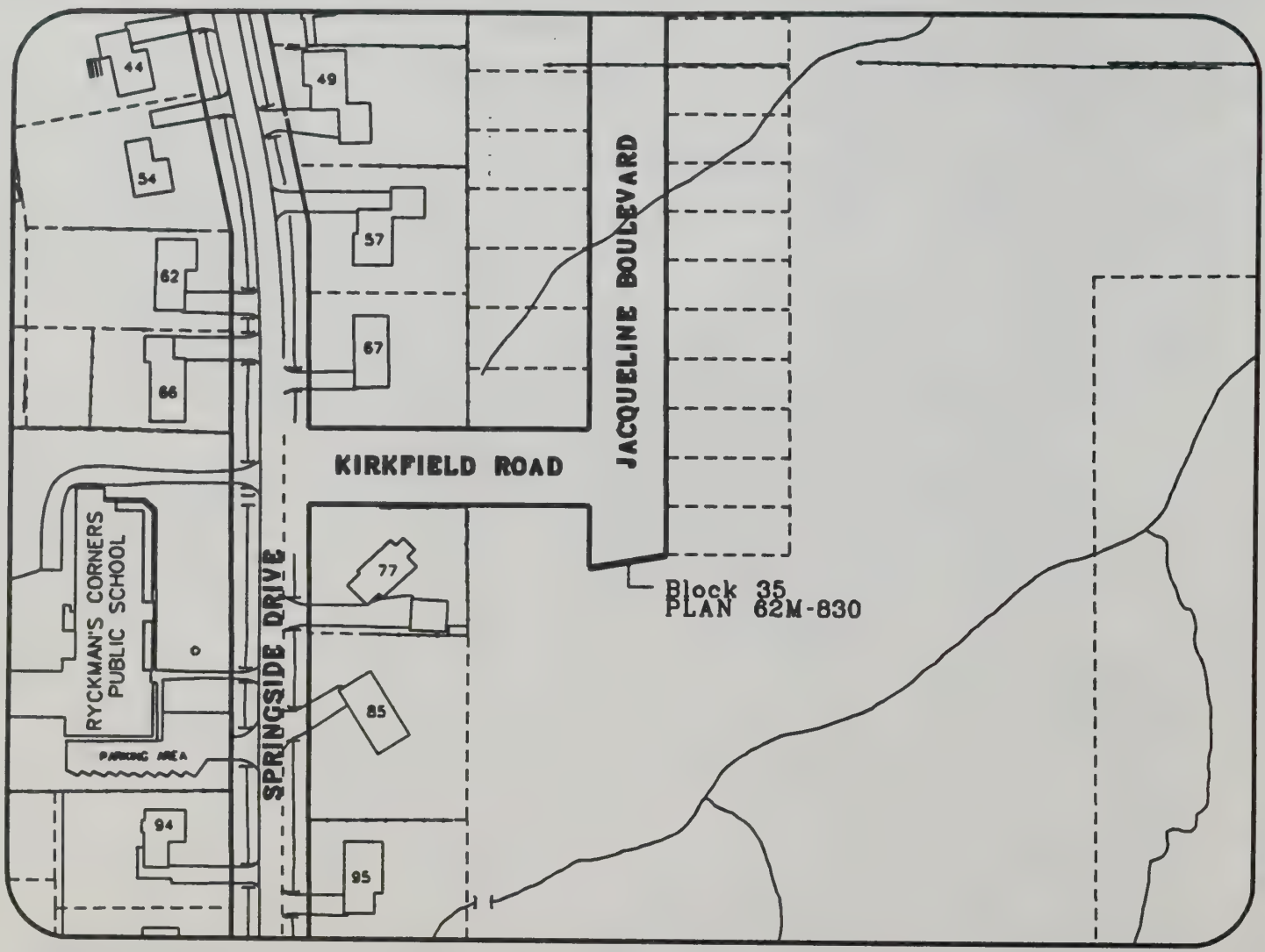
KEY MAP

NOT TO SCALE



FORM RP-98-1

...\upgagesurround.dgn Jan. 06, 1999 15:26:18



LOCATION PLAN

FOR INCORPORATION OF CITY LAND

Regional Municipality of Hamilton-Wentworth
Regional Transportation Department

LEGEND

AREA OF PROPOSED INCORPORTATION

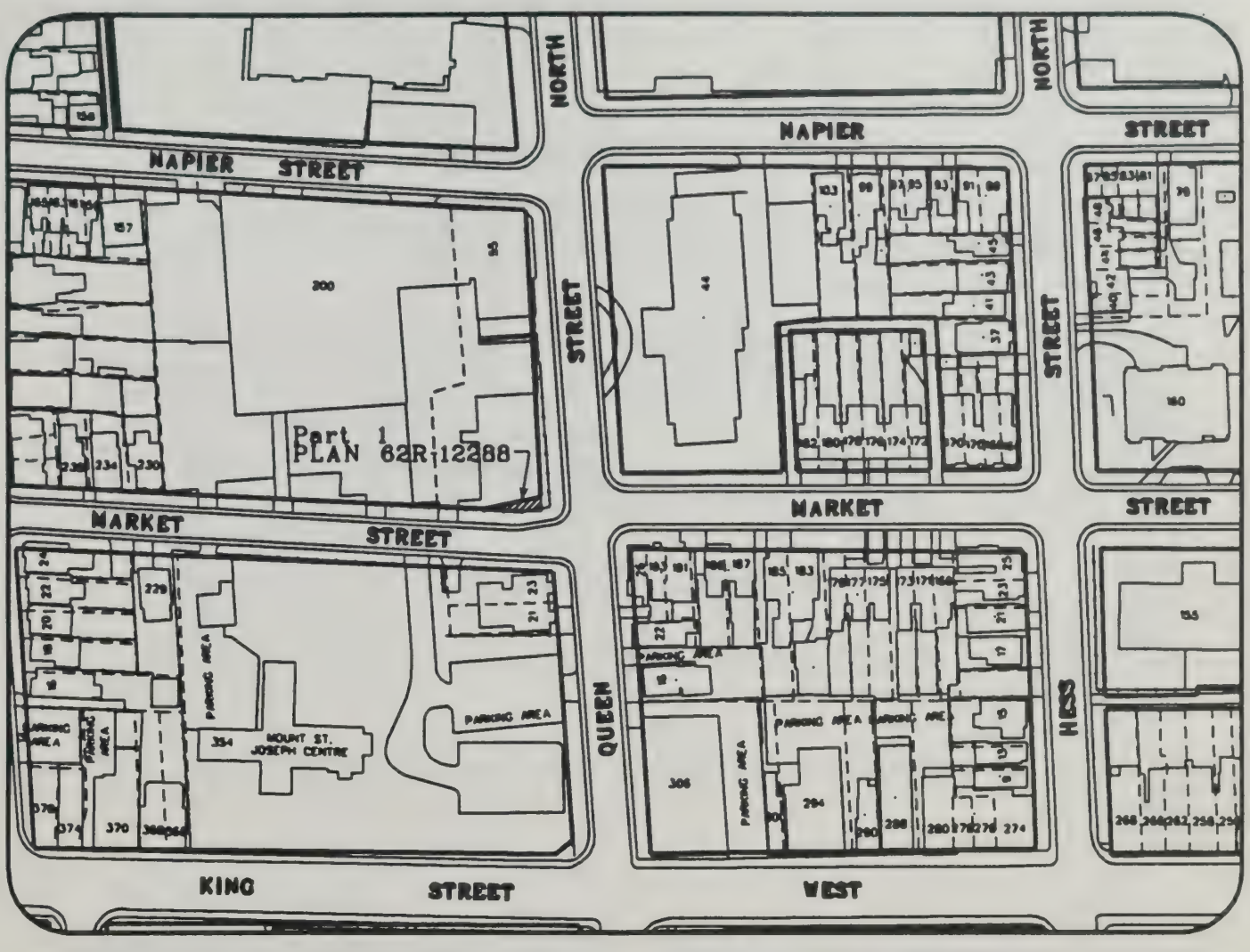
North	Scale	Reference File No.
	Not to Scale	S708-79
	Date	
	December 24, 1998	



KEY MAP

Not to Scale

FORM RP-98-1



LOCATION PLAN

FOR INCORPORATION OF CITY LAND

Regional Municipality of Hamilton-Wentworth
Regional Transportation Department

LEGEND

AREA OF PROPOSED INCORPORATION

North	Scale	Reference File No.
	Not to Scale	S609-01
	Date	
	January 4, 1999	

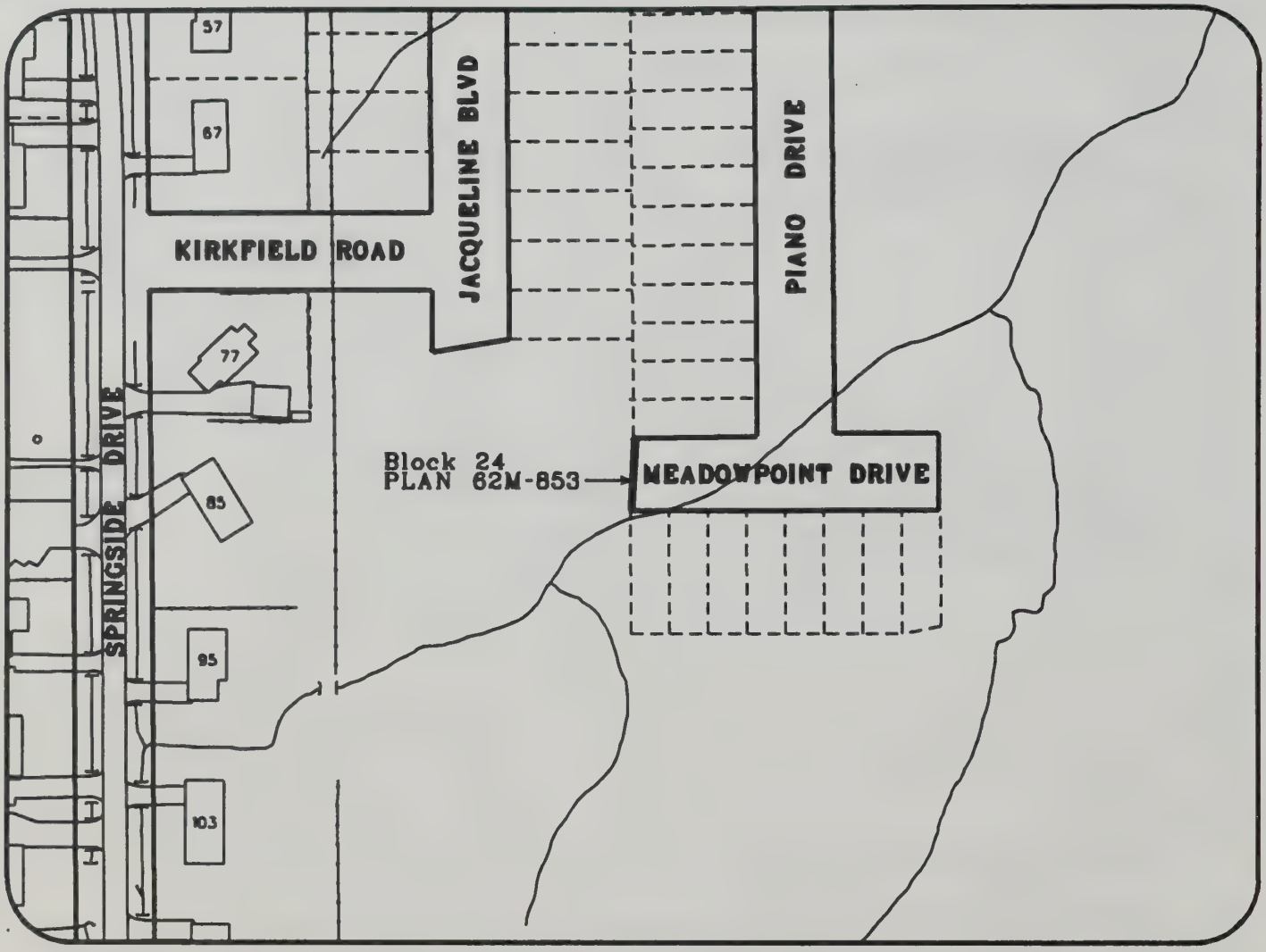


KEY MAP

Not to Scale

FORM RP-98-1

...\incorporations\market.dgn Jan. 05, 1999 11:41:53



LOCATION PLAN

FOR INCORPORATION OF CITY LAND

Regional Municipality of Hamilton-Wentworth
Regional Transportation Department

LEGEND

AREA OF PROPOSED INCORPORATION

North	Scale	Reference File No.
	Not to Scale	S708-79
	Date	
	January 4, 1999	

KEY MAP

Not to Scale



Area of Plan

FORM RP-98-1

...\incorporations\meadowpt.dgn Jan. 04, 1999 12:33:23

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 99-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 24 ON PLAN 62M-853
INTO MEADOWPOINT DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Coporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Meadowpoint Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the following land is hereby established and laid out as a public highway to form part of Meadowpoint Drive.

   All of Block 24, on Plan 62M-853.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. That the Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this 26th day of January A.D. 1999

City Clerk

Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 99-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 35 ON PLAN 62M-830
INTO JACQUELINE BOULEVARD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Jacqueline Boulevard within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the following land is hereby established and laid out as a public highway to form part of Jacqueline Boulevard.

   All of Block 35, Plan 62M-830.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. That the Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this 26th day of January A.D. 1999

City Clerk

Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 99-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 1 ON PLAN 62R-12298
INTO MARKET STREET

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Coporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Market Street within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the following land is hereby established and laid out as a public highway to form part of Market Street.

   Part of Lot 1, Block 2, Range 1, on Registered Plan 1435, designated as Part 1, on Plan 62R-12288.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. That the Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this 26th day of January A.D. 1999

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 99-

TO INCORPORATE CITY LAND
DESIGNATED AS PARTS 2 and 5 ON PLAN 62R-8055
INTO SINENA DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Coporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known Sinena Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the following land is hereby established and laid out as a public highway to form part of Sinena Drive.

   Part of Lot 7, Concession 8, in the geographic Township of Barton, designated as Parts 2 and 5, on Plan 62R-8055.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. That the Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this 26th day of January A.D. 1999

City Clerk

Mayor

1.(B)(iv)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 December 21
S705-36, S706-32 & S723-81 P. Strong

REPORT TO: Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: **1998 Servicing Expenditures Related to Subdivisions (ENV-98-01)**

RECOMMENDATION:

a)i) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in

"Eaglewood Estates – Phase 2", Hamilton

City's share $ 43,773.00, Owner's share $ 59,674.00

"Falconstone Estates", Hamilton

City's share -NIL-, Owner's share $ 211,613.00

"Wellington Estates - Phase 1", Hamilton

City's share $26,693.65, Owner's share $ 144,628.39

ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Eaglewood Estates – Phase 2", "Falconstone Estates", "Wellington Estates – Phase 1", Hamilton as well as and any other related documents for these Subdivisions subject to the approval of the City Solicitor.

iii) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

cont'd....

cont'd....

iv) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered the owner should be allowed to do so at their own risk provided that the owner enters into a standard agreement with the City of Hamilton for pre-servicing.

D. Lobo
Commissioner
of Public Works and Traffic

for Leo Gohier
Acting Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGALIMPLICATIONS:

The net amount to be financed from all 1998 projects related to subdivision expenditures, including this recommendation is $ 689,680.40. The 1998 Capital Budget includes a provision of a total of $ 1.200,000.00 for the City's share of subdivision expenditures in 1998, composed of $ 800,000.00 from City's Share of Services Through Unsubdivided Lands - Account Centre No. CH 002203 and $ 400,000.00 from Reserve for Development Charges Account Centre No. CH 00212.

BACKGROUND:

"Eaglewood Estates – Phase 2"

At its meeting of June 23, 1987, City Council approved the draft plan for "Eaglewood Estates". The owner, Mohold Star Investments Ltd. wish to proceed with the development of Eaglewood Estates – Phase 2 at this time.

The development of "Eaglewood Estates – Phase 2" will result in the creation of 8 Lots for single family residential development. An estimate of costs has been prepared and it has been determined that there is a City share for this development.

The City's share for the installation of services total $43,773.00 and is adjacent to lands owned by the developer.

cont'd...

cont'd....

The total cost of the City's share is $ 43,773.00 and is recoverable in the future.

The lands of "Eaglewood Estates – Phase 2 are located west of Upper Gage Avenue and north of Royal Vista Drive in the Eleanor Neighbourhood.

"Falconstone Estates"

At its meeting of November 13, 1990, City Council approved the draft plan for "Falconstone Estates". The owner, Lea Silvestri Investments Ltd., wishes to proceed with the development of Falconstone Estates at this time.

The development of "Falconstone Estates " will result in the creation of 34 Lots for single family residential development. An estimate of costs has been prepared and it has been determined that there is no City share for this development.

The lands of "Falconstone Estates " are located west of Upper Wentworth Street and north of Stone Church Road East, in the Crerar Neighbourhood.

"Wellington Estates – Phase 1"

At its meeting of October 14, 1997, City Council approved the draft plan for "Wellington Estates". The owner, 839831 Ontario Inc.. wish to proceed with the development of Wellington Estates – Phase 1 at this time.

The development of "Wellington Estates – Phase 1" will result in the creation of 24 Lots for single family residential development and five blocks to be added to adjacent lands for the creation of five single family homes. An estimate of costs has been prepared and it has been determined that there is a City share for this development.

The City's share for the installation of services is adjacent to lands being dedicated by the developer to the City for future parkland. Under the current policy the City cost shares for the installation of services adjacent to future parkland.

The total cost of the City's share is $ 26,693.65 and is non-recoverable in the future.

cont'd....

17 December 1998

1998 Servicing Expenditures Related to Subdivisions (ENV-98-01)

cont'd....

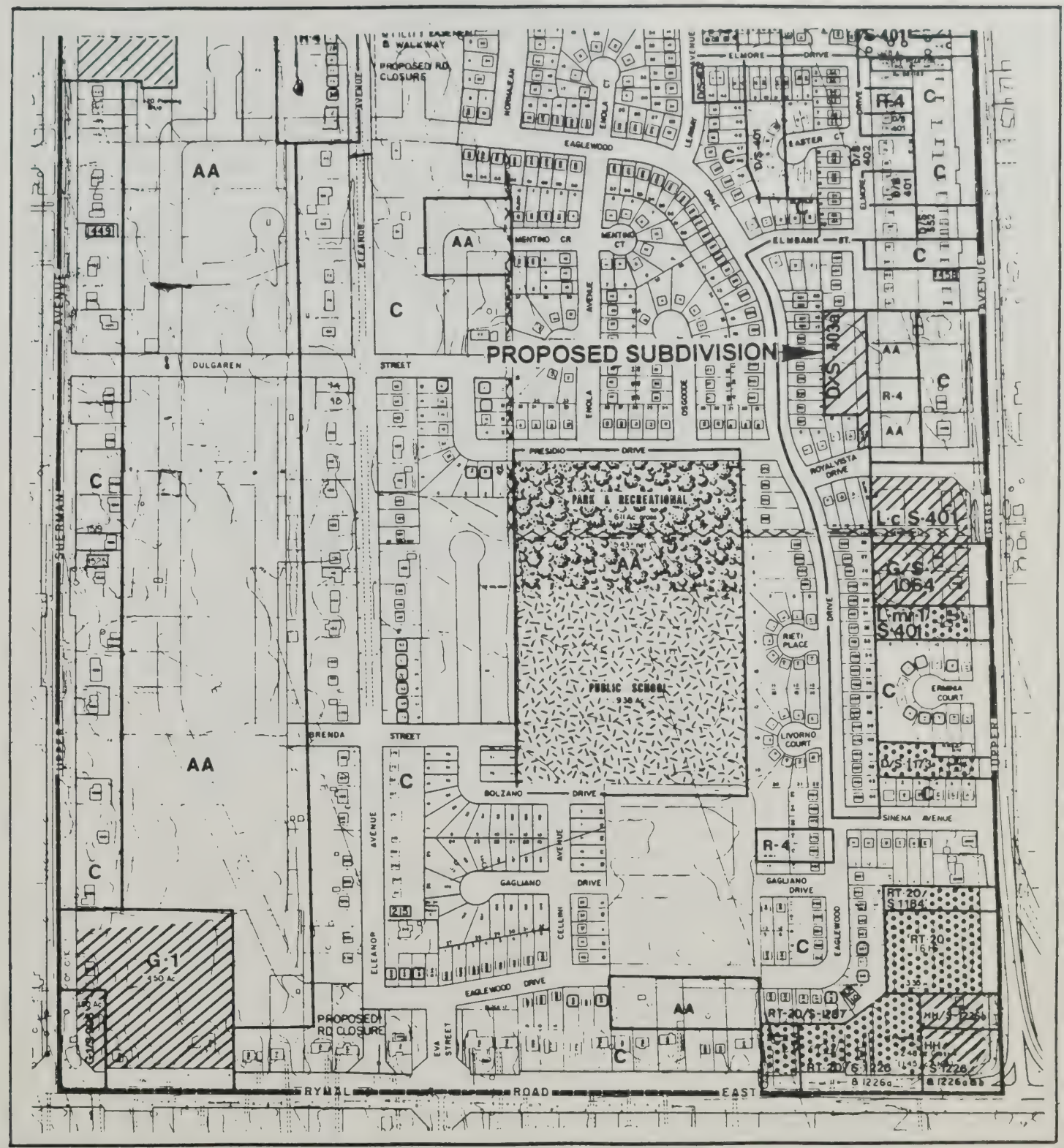
The lands of "Wellington Estates – Phase 1" are located west of Upper Wellington Street and south of Rymal Road East, in the Allison Neighbourhood.

Note: The engineering schedules for the above-noted subdivisions have been prepared by the Developer's Consulting Engineer and have been approved by the Manager of Development, of the Regional Environment Department.

/ps

cc: Finance and Administration Committee, Att: Susan K. Reeder, Secretary
cc: Regional Environment Department, Mr. Leo Gohier, Acting Commissioner,
cc: City Treasury Department, A.C. Ross, City Treasury Department
Att: N. Adhya, Manager of Budgets

O:\Subdivis\Phil\ENV9801



LEGEND

Subject Lands



KEY PLAN

"Eaglewood Estates – Phase 2"

NORTH

NOT TO SCALE

NEIGHBOURHOOD
Eleanor –Approved Plan

DATE
January 7, 1999

FILE No.
S705-36

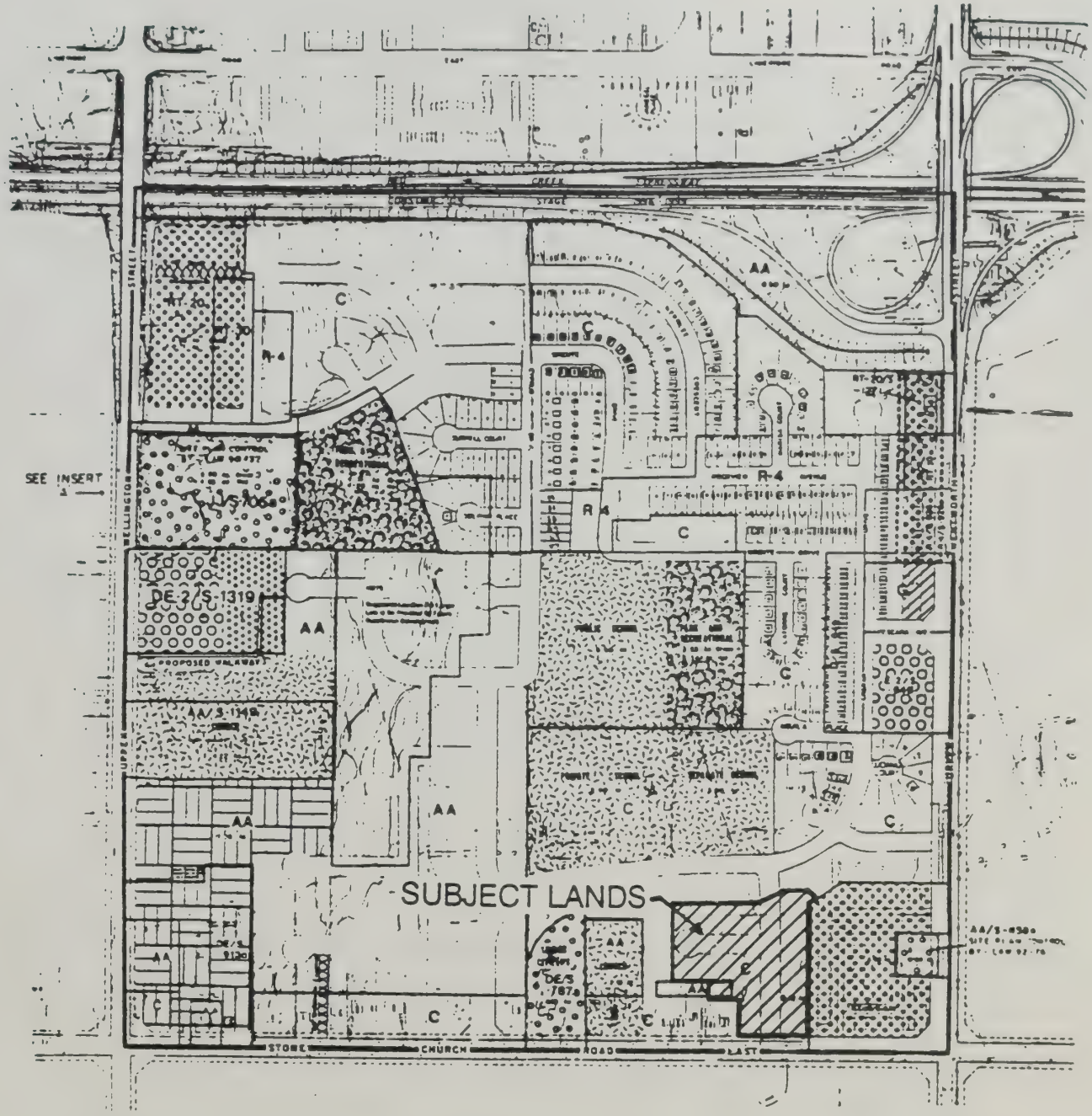
Regional Municipality of Hamilton-Wentworth
Environment Department, Development Division

The Regional Municipality Of Hamilton - Wentworth

Location Map

"Eaglewood Estates – Phase 2"





LEGEND

Subject Lands



City of Hamilton

KEY PLAN
FALCONSTONE ESTATES

NORTH

NOT TO SCALE

NEIGHBOURHOOD
CRERAR - Approved Plan

DATE
December 15, 1998

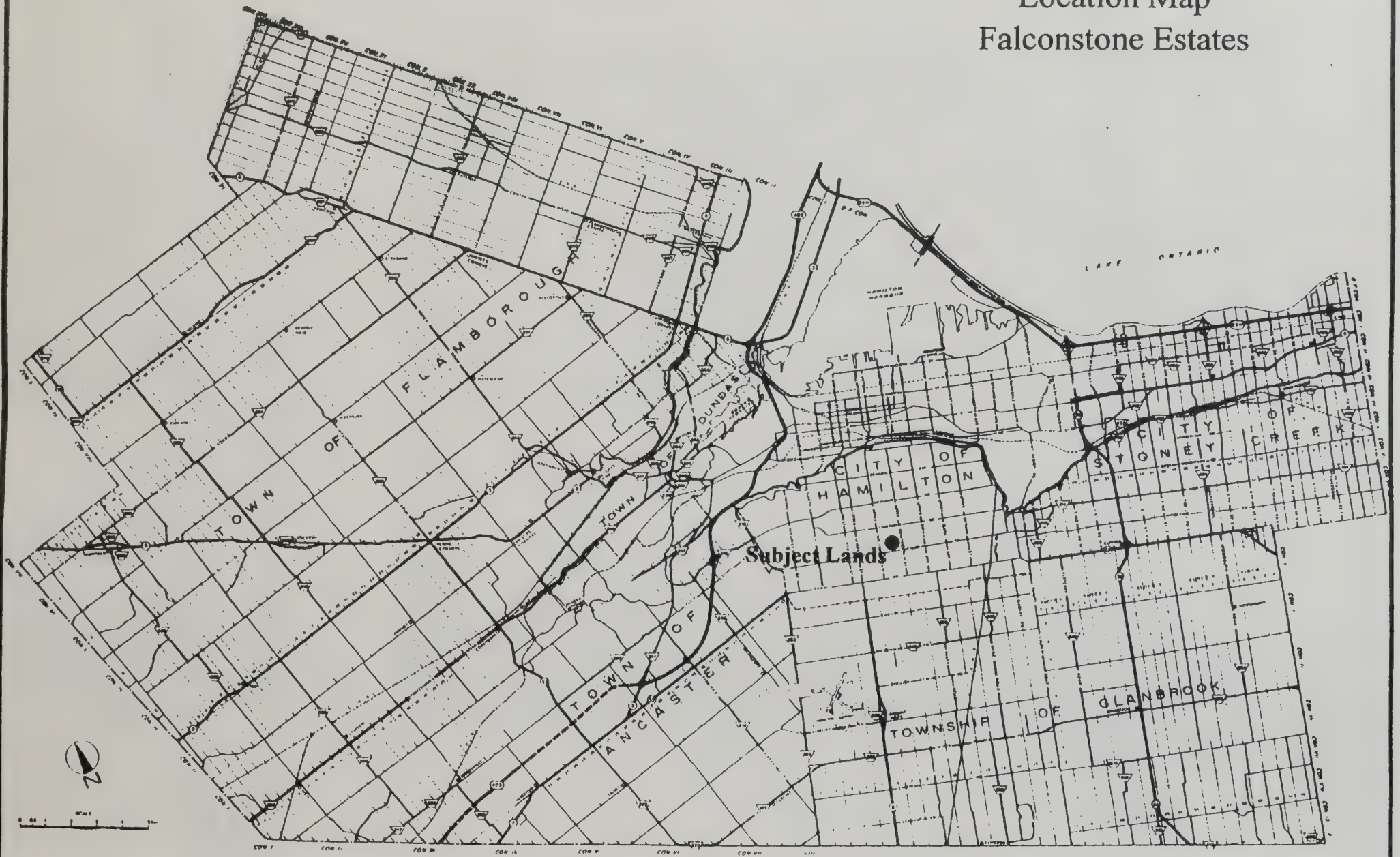
FILE No.

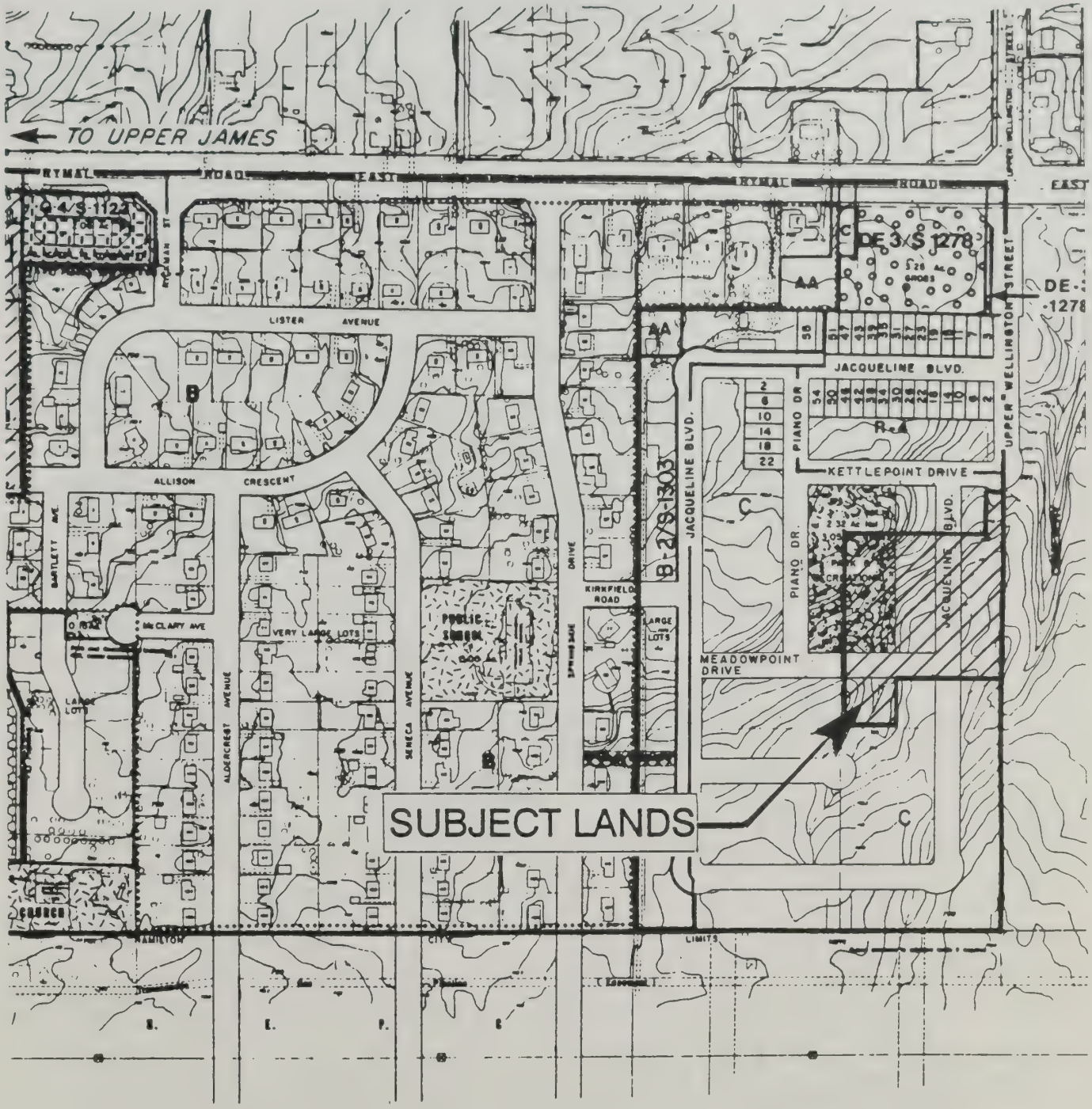
Regional Municipality of Hamilton-Wentworth
Environment Department, Development Division

The Regional Municipality Of Hamilton - Wentworth

Location Map

Falconstone Estates





LEGEND

Subject Lands



City of Hamilton

KEY PLAN

"Wellington Estates- Phase 1"

NORTH

NOT TO SCALE

NEIGHBOURHOOD
ALLISON - Approved Plan

DATE
December 7,1998

FILE No.
S723-81

Regional Municipality of Hamilton-Wentworth
Environment Department, Development Division

The Regional Municipality Of Hamilton - Wentworth

Location Map

S723-81



1.(B)(V)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 December 14

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Keep Hamilton Clean Committee - Appointment of New Members

RECOMMENDATION:

a) That the Keep Hamilton Clean Committee be allowed to recommend the appointment of one "alternate" member for a term of up to three (3) years - such alternate would at all times have voice but vote only when a regular member is absent;

b) That the following citizens be appointed to the Keep Hamilton Clean Committee for a three (3) year term to expire 2001 December 31:

Jim Auty
Claudette Kabitsis
Joel Begin
Jim Gladyn

c) That the following citizen be appointed to the Keep Hamilton Clean Committee for a two (2) year term to expire 2000 December 31:

Clare Greeson

d) That the following citizen be appointed as an "alternate" member with a three (3) year term to expire on 2001 December 31:

John Nieminen

1 per D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The staffing level to support this Committee is provided through two (2) volunteer members of the Public Works staff complement with no staff time costs attributable to this Committee.

BACKGROUND:

On 1995 April 3, the Transport and Environment Committee approved that the responsibilities for the Keep Hamilton Clean Committee be transferred to the Department of Public Works and Traffic and the Transport and Environment Committee from the Finance and Administration Committee.

The Committee shall be comprised of twelve citizen members appointed by the Transport and Environment Committee following the standard City Sub-Committee process. Orientation Sessions were held on 1998 October 1st and 7th to recruit applicants to fill the existing four (three year) vacancies on the Committee and the one two (2) year vacancy on this Committee.

Following the Orientation Sessions, two incumbents and four citizens put their names forward for consideration. As approved by the Finance and Administration Committee on 1995 June 6, the interviewing of applicants to the Keep Hamilton Clean Committee was to be conducted by the Public Works Department as this group acts as a resource to the Public Works staff.

On 1998 October 25, Ron Volterman, Chair of the Keep Hamilton Clean Committee along with a member of the Public Works staff, interviewed all applicants and recommend the above-noted applicants for membership on the Committee. The Keep Hamilton Clean Committee, at its meeting held on 1998 December 9, was appraised of and endorsed the above recommendations.

DL/DH/

cc Charlene Touzel, City Clerk's Department

CITY OF HAMILTON

- RECOMMENDATION - 1.(B)(v)(c)

DATE: 1999 January 8

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Public Works & Traffic Department -
Streets, Fleet Services and Traffic Divisions
1999-2008 Provisional Capital Budget**

RECOMMENDATION:

1. That the attached capital projects from the Public Works and Traffic Department – Streets, Fleet Services and Traffic Divisions be considered for inclusion in the ten year 1999-2008 Provisional Capital Budget, and;

2. That these capital projects be reviewed by the Senior Management Team for consideration by the Committee of the Whole.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

To be reviewed by the Senior Management Team.

BACKGROUND:

The attached Tables 1, 2, 3, 4 and 5 show the 1999-2008 Provisional Capital Budget program for the Streets, Fleet Services and Traffic Divisions of the Public Works and Traffic Department. The following is a brief summary of the Capital Budget submission for these Divisions of the Department of Public Works and Traffic.

TABLE 1

1.0 Downtown Hamilton Improvement Plan - Phase III $2,250,000
The project is a continuance of Phases I & II to create a fresh or renewed downtown. The proposed works include Core Heritage 2000, building improvements, reconstruction of sidewalks along King Street, Hess Street road and sidewalk reconstruction, landscaping improvements, public art program, maintenance practise improvements, enhanced flower displays, special events, etc. The limits of the project are on King Street between Mary and Wellington Streets, Hess Street between Main and King Streets and George Street between Hess and Caroline Streets.

5.0 City's Share of Locals - Residential $250,000
This represents the City's share of local improvements for first-time construction of roads, curbs, sidewalks or alleys in established residential areas.

8.0 Roadways and Sidewalks - Reconstruction Program $6,760,000
This is the annual reconstruction program for roads, curbs and sidewalks in established areas. It is prepared utilizing the Pavement Management System developed for the City by Infrastructure Management Services Ltd. All work is co-ordinated with sewer, water and other underground and overhead utilities.

11.0 Maintenance of City Parking Lots – Resurfacing City Parking Lots $50,000

TABLE 2

13.0 Ferguson Avenue-Implementation of Pedestrian/Bike Link between Main and King Streets $580,000
This portion of Ferguson Avenue was purchased by the City in December 1998 and development of the link is vital to the overall Ferguson Avenue project.

14.0 Forestry Renovation – Upper Ottawa Yard $90,000
Proposed renovations include new windows in office and lunch room.

15.0 Implementation of 1997 Corktown Neighbourhood Plan Phase I $50,000
Proposal to enhance the overall urban aesthetics of this downtown neighbourhood. The proposal will include the development of a link with Carter Park/Central Memorial Recreation Centre and proposed trail networks along with Corktown street sign enhancements.

17.0 Westerly Gateway - Main Street West $120,000
This project involves decorative lights and poles on Main Street West between Locke and Dundurn Streets. The implementation of this project would continue the decorative lights and poles presently installed between Queen and Locke Streets.

18.0 Mountain Brow Street Lighting $105,000
Installation of lighting between Mohawk and Limeridge Roads to improve safety.

TABLE 3

1.0 Owner's Share of Locals - Residential $615,000
This is the property owner's share of the local improvement cost for first-time construction of roads, curbs, sidewalks or alleys in established residential areas.

TABLE 4

1.0 Vehicle Replacement Program $2,345,000
The purpose is to have an efficient and effective yearly vehicle replacement program for the City fleet. The program is funded by the equipment replacement reserve. Vehicles make yearly payments to replenish the reserve and to fund future replacements. The vehicle replacement program ensures that the City's fleet meets the required Government standards as well as providing the most effective and efficient fleet for the various user departments.

3.0 Drive Clean Program $95,000
Mandatory emissions testing and maintenance will be in effect in the summer of 1999. This project will purchase the tools and equipment to perform the mandatory Government inspections.

Table 5

1.1 Traffic Sign Replacement $75,000
Upgrading of signs due to the Provincial requirement for higher reflectivity. On-going project started in 1995, parallels similar project on Regional roads. Standards require that the project must be finished by 2001.

2.0 Traffic Signal Modernization $64,000
Replacement of control units at four locations. Required as units have reached end of useful life, and replacement parts are no longer available. Matches a similar project to replace 40-50 units/year on Regional roads. Units will be compatible with new operating system supervising signals on City and Regional roads.

3.0 Inventory Control Software $75,000
Replaces software which is not year 2000 compliant. Required to manage 3,000 transactions and $1.8 million in stock used by Traffic Division annually.

4.0 Traffic Calming $100,000
Traffic calming is an approach to modifying neighbourhood traffic speeds or volumes through changes in road geometry and curb lines. Funding is to convert an existing temporary installation to permanent and to start one new project in 1999.

RLS/RPM/rb
attach.

c.c. N. Adhya, Treasury

The Coporation of the City of Hamilton

1999-2008 Capital Budget Program

Projects By Department

(Thousands of Dollars)

PROJ. NO. (1)	DEPT. (2)	PROJECT DESCRIPTION (3)	PROJECT START (4)	PROJECT FINISH (5)	GROSS COST (6)	RECEIPTS SUBSIDY (7)	NET FINANCING (CITY'S COST) 1999 (8)	2000 (9)	2001 (10)	2002 (11)	2003 (12)	2004 (13)	2005 (14)	2006 (15)	2007 (16)	2008 (17)	ANNUAL OPERATING COST (18)	COMMENTS (19)
		PUBLIC WORKS & TRAFFIC - STREETS																
1.0	PWD-S	DOWNTOWN HAMILTON IMPROVEMENT PLAN - PHASE III	1999	1999	2,250	100	2,150										44	
2.0	PWD-S	DOWNTOWN HAMILTON IMPROVEMENT PLAN - PHASE IV	2000	2000	2,417	217		2,200									101	
3.0	PWD-S	DOWNTOWN HAMILTON IMPROVEMENT PLAN - PHASE V	2001	2001	2,200				2,200								52	
4.0	PWD-S	DOWNTOWN HAMILTON IMPROVEMENT PLAN - PHASE VI	2002	2002	2,000					2,000							50	Advanced from 2008
5.0	PWD-S	CITY'S SHARE OF LOCALS - RESIDENTIAL	1999	1999	250		250											
6.1	PWD-S	CITY'S SHARE OF LOCALS - RESIDENTIAL	2000	2000	250			250										
6.2	PWD-S	CITY'S SHARE OF LOCALS - RESIDENTIAL	2001	2001	250				250									
6.3	PWD-S	CITY'S SHARE OF LOCALS - RESIDENTIAL	2002	2002	250					250								
6.4	PWD-S	CITY'S SHARE OF LOCALS - RESIDENTIAL	2003	2003	250						250							
7.1	PWD-S	CITY'S SHARE OF LOCALS - RESIDENTIAL	2004	2004	250							250						
7.2	PWD-S	CITY'S SHARE OF LOCALS - RESIDENTIAL	2005	2005	250								250					
7.3	PWD-S	CITY'S SHARE OF LOCALS - RESIDENTIAL	2006	2006	250									250				
7.4	PWD-S	CITY'S SHARE OF LOCALS - RESIDENTIAL	2007	2007	250										250			
7.5	PWD-S	CITY'S SHARE OF LOCALS - RESIDENTIAL	2008	2008	250											250		NEW
8.0	PWD-S	ROADWAYS AND SIDEWALKS RECONSTRUCTION PROGRAM	1999	1999	6,760		6,760											
9.1	PWD-S	ROADWAYS AND SIDEWALKS RECONSTRUCTION PROGRAM	2000	2000	7,161			7,161										
9.2	PWD-S	ROADWAYS AND SIDEWALKS RECONSTRUCTION PROGRAM	2001	2001	7,736				7,736									
9.3	PWD-S	ROADWAYS AND SIDEWALKS RECONSTRUCTION PROGRAM	2002	2002	7,970					7,970								
9.4	PWD-S	ROADWAYS AND SIDEWALKS RECONSTRUCTION PROGRAM	2003	2003	8,213						8,213							
10.1	PWD-S	ROADWAYS AND SIDEWALKS RECONSTRUCTION PROGRAM	2004	2004	8,469							8,469						
10.2	PWD-S	ROADWAYS AND SIDEWALKS RECONSTRUCTION PROGRAM	2005	2005	8,733								8,733					
10.3	PWD-S	ROADWAYS AND SIDEWALKS RECONSTRUCTION PROGRAM	2006	2006	9,003									9,003				
10.4	PWD-S	ROADWAYS AND SIDEWALKS RECONSTRUCTION PROGRAM	2007	2007	9,274										9,274			
10.5	PWD-S	ROADWAYS AND SIDEWALKS RECONSTRUCTION PROGRAM	2008	2008	9,578											9,578		NEW
11.0	PWD-S	CONSTRUCTION - MAINTENANCE OF CITY'S PARKING LOTS	1999	1999	50		50											NEW
12.1	PWD-S	CONSTRUCTION - MAINTENANCE OF CITY'S PARKING LOTS	2000	2000	50			50										NEW
12.2	PWD-S	CONSTRUCTION - MAINTENANCE OF CITY'S PARKING LOTS	2001	2001	50				50									
12.3	PWD-S	CONSTRUCTION - MAINTENANCE OF CITY'S PARKING LOTS	2002	2002	50					50								
12.4	PWD-S	CONSTRUCTION - MAINTENANCE OF CITY'S PARKING LOTS	2003	2003	50						50							
12.5	PWD-S	CONSTRUCTION - MAINTENANCE OF CITY'S PARKING LOTS	2004	2004	50							50						
12.6	PWD-S	CONSTRUCTION - MAINTENANCE OF CITY'S PARKING LOTS	2005	2005	50								50					
12.7	PWD-S	CONSTRUCTION - MAINTENANCE OF CITY'S PARKING LOTS	2006	2006	50									50				

PROJ. NO. (1)	DEPT. (2)	PROJECT DESCRIPTION (3)	PROJECT START (4)	PROJECT FINISH (5)	GROSS COST (6)	RECEIPTS SUBSIDY (7)	NET FINANCING (CITY'S COST) 1999 (8)	2000 (9)	2001 (10)	2002 (11)	2003 (12)	2004 (13)	2005 (14)	2006 (15)	2007 (16)	2008 (17)	ANNUAL OPERATING COST (18)	COMMENTS (19)
12.8	PWD-S	CONSTRUCTION - MAINTENANCE OF CITY'S PARKING LOTS	2007	2007	50										50			
12.9	PWD-S	CONSTRUCTION - MAINTENANCE OF CITY'S PARKING LOTS	2008	2008	50											50		
13.0	PWD-S	FERGUSON AVE. IMPLEMENTATION PEDESTRIAN/BIKE LINK-MAIN TO KING	1999	1999	580		580										12	NEW Advanced from 2006
14.0	PWD-S	FORESTRY RENOVATION - UPPER OTTAWA YARD	1999	1999	90		90											
15.0	PWD-S	IMPLEMENTATION OF '97 CORKTOWN NEIGHBOURHOOD PLAN PHASE I	1999	1999	50		50										4	NEW
16.1	PWD-S	HAMILTON BEACH FLOOD CONTROL - PHASE I	2000	2000	435			435									1	NEW
16.2	PWD-S	HAMILTON BEACH FLOOD CONTROL - PHASE II	2001	2001	400				400								6	NEW
17.0	PWD-S	WESTERLY GATEWAY - MAIN STREET WEST	1999	1999	120		120											NEW
18.0	PWD-S	MOUNTAIN BROW STREET LIGHTING	1999	1999	105		105										9	
19.0	PWD-S	WATER TRUCK - TRAFFIC ISLAND PROGRAMME	2000	1999	68			68									6	
20.1	PWD-S	ENHANCED STREETSCAPING	2000	2000	36			36									6	
20.2	PWD-S	ENHANCED STREETSCAPING	2001	2001	36				36								6	
20.3	PWD-S	ENHANCED STREETSCAPING	2002	2002	36					36							-160	NEW
21.0	PWD-S	AMALGAMATION OF DISTRICT 2&3 PW YARDS TO ONE LOCATION	2001	2002	2,900				1,700	1,200							0	
22.0	PWD-S	DOWNTOWN HAMILTON IMPROVEMENT PLAN - PHASE VII	2002	2006	1,027					827	50	50	50	50			2	
23.0	PWD-S	BEASLEY NEIGHBOURHOOD PLAN IMPLEMENTATION	2003	2003	93						93							
24.0	PWD-S	MOTOR VEHICLE REQUIREMENTS - SIGNALS AND HOISTS	2006	2006	72									72				
25.0	PWD-S	FERGUSON AVE. IMPLEMENTATION PEDESTRIAN/BIKE LINK PHASE II	2007	& AFTER	3,121											3,121	61	
26.0	PWD-S	HUGHSON ST. REDEVELOPMENT - PHASE II	2007	& AFTER	765											765	27	
27.0	PWD-S	CORKTOWN NEIGHBOURHOOD PLAN IMPLEMENTATION - PHASE II	2007	& AFTER	2,500											2,500	50	
		Sub-Total Public Works and Traffic (Net City Costs)			107,198	317	10,155	10,200	12,372	12,333	8,656	8,819	9,083	9,425	9,574	16,264	277	

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
1999-2008 Capital Budget	N/A	10,155	10,200	12,372	12,333	8,656	8,819	9,083	9,425	9,574	16,264
1998-2007 Capital Budget	8,529	9,314	9,647	10,272	9,097	8,656	8,819	9,083	9,515	9,574	
Over/(Under)	N/A	841	553	2,100	3,236	0	0	0	90	0	16,264

The Coporation of the City of Hamilton

1999-2008 Capital Budget Program

Projects By Department

(Thousands of Dollars)

PROJ. NO. (1)	DEPT. (2)	PROJECT DESCRIPTION (3)	PROJECT START (4)	PROJECT FINISH (5)	GROSS COST (6)	RECEIPTS SUBSIDY (7)	NET FINANCING (CITY'S COST) 1999 (8)	2000 (9)	2001 (10)	2002 (11)	2003 (12)	2004 (13)	2005 (14)	2006 (15)	2007 (16)	2008 (17)	ANNUAL OPERATING COST (18)	COMMENTS (19)
		PUBLIC WORKS & TRAFFIC																
1.0	PWD	OWNERS SHARE OF LOCAL IMPROVEMENTS - RESIDENTIAL	1999	1999	615		615											
2.0	PWD	OWNERS SHARE OF LOCAL IMPROVEMENTS - RESIDENTIAL	2000	2003	2,660			634	656	675	694							
3.0	PWD	OWNERS SHARE OF LOCAL IMPROVEMENTS - RESIDENTIAL	2004	2008	3,792							715	736	758	780	803		New in 2008
		Sub-Total Public Works and Traffic	**(Net City Costs 7,067)**		7,067	0	615	634	656	675	694	715	736	758	780	803	0	

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
1999-2008 Capital Budget	N/A	615	634	656	675	694	715	736	758	780	803
1998-2007 Capital Budget	600	615	634	656	675	694	715	736	758	780	
Over/(Under)	N/A	0	0	0	0	0	0	0	0	0	803

The Coporation of the City of Hamilton

1999-2008 Capital Budget Program

Projects By Department

(Thousands of Dollars)

PROJ. NO. (1)	DEPT. (2)	PROJECT DESCRIPTION (3)	PROJECT START (4)	PROJECT FINISH (5)	GROSS COST (6)	RECEIPTS SUBSIDY (7)	NET FINANCING (CITY'S COST) 1999 (8)	2000 (9)	2001 (10)	2002 (11)	2003 (12)	2004 (13)	2005 (14)	2006 (15)	2007 (16)	2008 (17)	ANNUAL OPERATING COST (18)	COMMENTS (19)
		PUBLIC WORKS & TRAFFIC - FLEET SERVICES																
1.0		PWD-F VEHICLE REPLACEMENT PROGRAM	1999	2000	2,345		2,345											
2.1		PWD-F VEHICLE REPLACEMENT PROGRAM	2000	2000	2,416			2,416										
2.2		PWD-F VEHICLE REPLACEMENT PROGRAM	2001	2001	2,488				2,488									
2.3		PWD-F VEHICLE REPLACEMENT PROGRAM	2002	2002	2,562					2,562								
2.4		PWD-F VEHICLE REPLACEMENT PROGRAM	2003	2003	2,640						2,640							
2.5		PWD-F VEHICLE REPLACEMENT PROGRAM	2004	2004	2,719							2,719						
2.6		PWD-F VEHICLE REPLACEMENT PROGRAM	2005	2005	2,800								2,800					
2.7		PWD-F VEHICLE REPLACEMENT PROGRAM	2006	2006	2,877									2,877				
2.8		PWD-F VEHICLE REPLACEMENT PROGRAM	2007	2007	2,971										2,971			
2.9		PWD-F VEHICLE REPLACEMENT PROGRAM	2008	2008	3,060											3,060		New
3.0		PWD-F DRIVE CLEAN PROGRAM	1999	1999	95		95											
		Sub-Total Public Works and Traffic (Net City Costs - $26,973)			26,973	0	2,440	2,416	2,488	2,562	2,640	2,719	2,800	2,877	2,971	3,060	0	

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
1999-2008 Capital Budget	N/A	2,440	2,416	2,488	2,562	2,640	2,719	2,800	2,877	2,971	3,060
1998-2007 Capital Budget	2,268	2,440	2,416	2,488	2,562	2,640	2,719	2,800	2,877	2,877	
Over/(Under)	N/A	0	0	0	0	0	0	0	0	94	3,060

The Coporation of the City of Hamilton

1999-2008 Capital Budget Program

Projects By Department

(Thousands of Dollars)

PROJ. NO. (1)	DEPT. (2)	PROJECT DESCRIPTION (3)	PROJECT START (4)	PROJECT FINISH (5)	GROSS COST (6)	RECEIPTS SUBSIDY (7)	NET FINANCING (CITY'S COST) 1999 (8)	2000 (9)	2001 (10)	2002 (11)	2003 (12)	2004 (13)	2005 (14)	2006 (15)	2007 (16)	2008 (17)	ANNUAL OPERATING COST (18)	COMMENTS (19)
		PUBLIC WORKS & TRAFFIC - TRAFFIC																
1.1	PWD-T	TRAFFIC SIGN REPLACEMENT	1999	1999	75		75										(1)	
1.2	PWD-T	TRAFFIC SIGN REPLACEMENT	2000	2000	75			75									(1)	Advanced 1 yr
2.0	PWD-T	TRAFFIC SIGNAL MODERNIZATION	1999	1999	64		64											
2.1	PWD-T	TRAFFIC SIGNAL MODERNIZATION	2000	2000	66			66										
2.2	PWD-T	TRAFFIC SIGNAL MODERNIZATION	2001	2001	68				68									
2.3	PWD-T	TRAFFIC SIGNAL MODERNIZATION	2002	2002	70					70								
2.4	PWD-T	TRAFFIC SIGNAL MODERNIZATION	2003	2003	72						72							
2.5	PWD-T	TRAFFIC SIGNAL MODERNIZATION	2004	2004	74							74						New
2.6	PWD-T	TRAFFIC SIGNAL MODERNIZATION	2005	2005	76								76					
2.7	PWD-T	TRAFFIC SIGNAL MODERNIZATION	2006	2006	78									78				
2.8	PWD-T	TRAFFIC SIGNAL MODERNIZATION	2007	2007	80										80			
2.9	PWD-T	TRAFFIC SIGNAL MODERNIZATION	2008	2008	82											82		NEW
3.0	PWD-T	INVENTORY CONTROL SOFTWARE	1999	1999	75		75											Increased from 50K
4.0	PWD-T	TRAFFIC CALMING	1999	1999	100		100											NEW
4.1	PWD-T	TRAFFIC CALMING	2000	2000	150			150										NEW
4.2	PWD-T	TRAFFIC CALMING	2001	2001	150				150									NEW
4.3	PWD-T	TRAFFIC CALMING	2002	2002	150					150								NEW
4.4	PWD-T	TRAFFIC CALMING	2003	2003	150						150							NEW
		Sub-Total Public Works and Traffic	**(Net City Costs 1,940)**		**1,655**	**0**	**314**	**291**	**218**	**220**	**222**	**74**	**76**	**78**	**80**	**82**		

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
1999-2008 Capital Budget	N/A	314	291	218	220	222	74	76	78	80	82
1998-2007 Capital Budget	137	189	66	143	70	72	0	76	78	80	
Over/(Under)	N/A	125	225	75	150	150	74	0	0	0	82

CITY OF HAMILTON

1. (c)

- RECOMMENDATION -

DATE: 1998 November 19

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. J. Schatz
Municipal Clerk

SUBJECT: Bus Shelter Installation
Upper Wentworth Street at Mohawk Road East

RECOMMENDATION:

(a) That approval be granted to the Hamilton Street Railway Company to enter into a Licence Agreement to construct and maintain a 5 foot by 11 foot bus shelter located on City lands on the north side of Mohawk Road East and Upper Wentworth Street (Sackville Hill Seniors' Centre), at an annual fee of $1, be credited to Account No. CH 44104 31106 (Rent/Fees – Civic Property); and,

(b) That it be understood and agreed that the Hamilton Street Railway Company remove said bus shelter if required by the City for any purpose, given thirty (30) days written notice without reservation; and,

(c) That it be understood and agreed that upon execution of the Transit Shelter Licence Agreement, the Hamilton Street Railway Company agrees to register said Agreement on Title to the City's lands and provide the City with a duplicate registered copy of said Agreement; and,

(d) That the Mayor and Municipal Clerk be authorized and directed to execute the necessary Licence Agreement in a form satisfactory to the Corporate Counsel.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

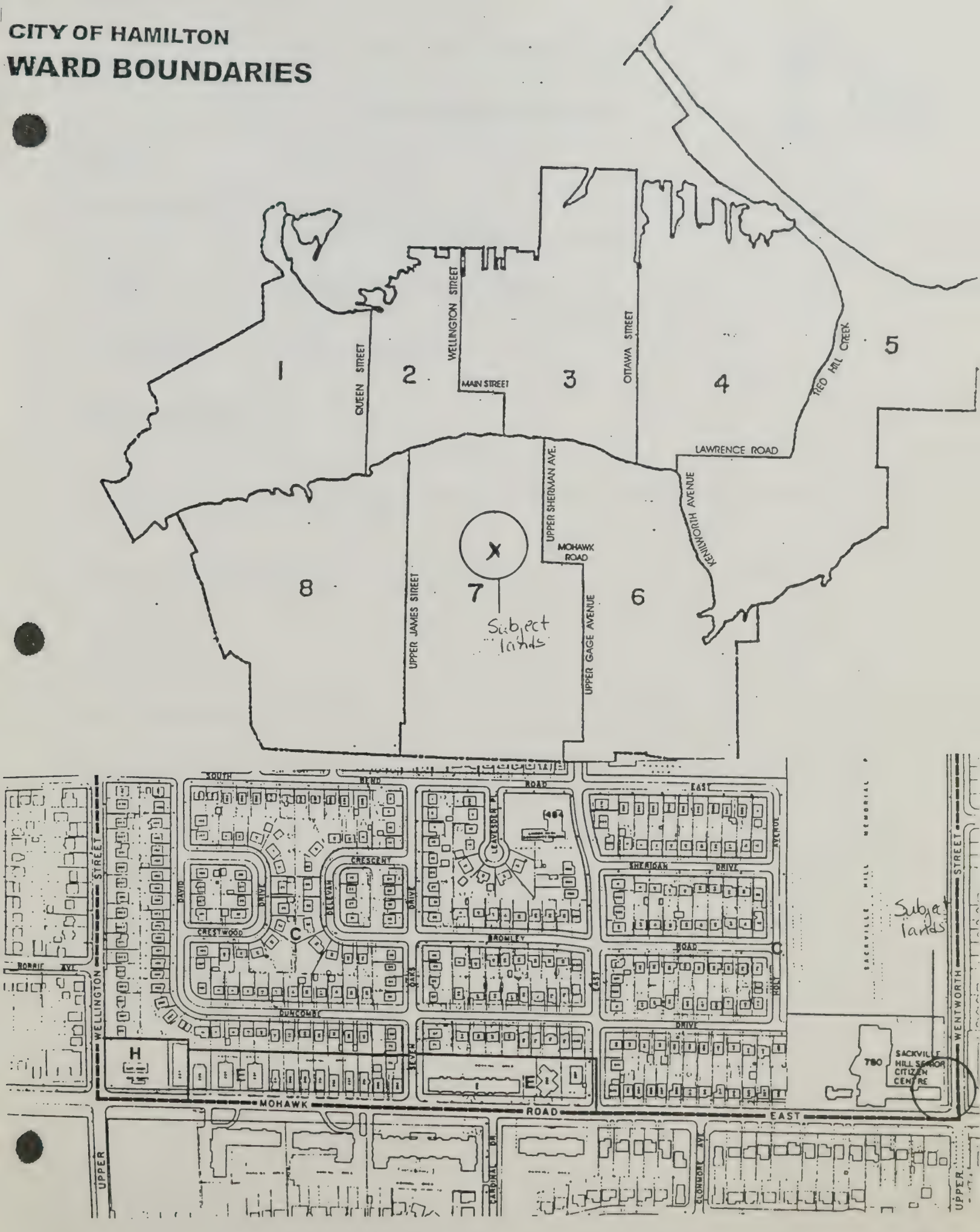
The Hamilton Street Railway Company has identified the subject location for the construction of a 5 foot x 11 foot bus shelter. The shelter would be of benefit to many people in the immediate neighbourhood and in particular with seniors using the Sackville Hill Seniors' Centre. The Culture and Recreation Department concur with this installation which will be located on the north side of Mohawk Road East approximately 166 feet from Upper Wentworth.

RJH/nw

c.c. R. C. Roszell, Corporate Counsel
A. Ross, General Manager, Finance
K. M. Lau, Manager of Surveys, Roads Division
R. Fair, General Manager, Community Services
L. D. Turvey, P. Eng., Commissioner of Transportation Services

CITY OF HAMILTON

WARD BOUNDARIES



CITY OF HAMILTON

- RECOMMENDATION -

1(D)

DATE: 1999 January 14

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

SUBJECT: **Information Reports**

RECOMMENDATION:

That the attached list of Information Reports, previously distributed to the Parks and Recreation Committee, be received.

C. Biggs per KC

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Parks and Recreation Committee, it is recommended that they be received.

Attach.

Information Reports

Transport and Environment Committee

Date	*From*	*Subject*	*Date Distributed*
1998 November 26	Secretary, Transport & Environment Committee	Noise Complaints Carrera's Restaurant No. 931 Queenston Road, Stoney Creek	1998 November 26
1998 November 30	Commissioner of Public Works and Traffic	Dalewood Avenue Parking Regulations Conclusion of Six Month Trials	
1998 November 24	Regional Clerk's Office	Renaming of Former Provincial Highways Assumed from the Province	1998 December 14
1998 November 25	Commissioner of Public Works and Traffic	Department of Public Works and Traffic Status Report as at 1998 September 30th	1998 December 17
1999 January 4	Ministry of the Environment	CleanSoils Limited Non Compliance with Certificate of Approval	1999 January 6

Carolyn Biggs, Acting Secretary
Transport and Environment Committee

CAY ON HBL A05
C5176
1999

URBAN
MUNICIPAL

URBAN MUNICIPAL
FEB 5
GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, February 1st, 1999
9:30 o'clock a.m.
Room 233, City Hall

Carolyn Biggs

Carolyn Biggs, Acting Secretary
Transport and Environment Committee

AGENDA

1. **CONSENT AGENDA**

2. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (a) **PUBLIC WORKS DIVISION**

   Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys

   (b) **TRAFFIC DIVISION**

   (i) Operation of Municipal Car Parks in the vicinity of H.E.C.F.I.

   (ii) Delawana Drive and Jerome Crescent – School Crossing Guard Request

3. **OTHER BUSINESS**

   (a) Correspondence – City Council - Placement of Utility Wires and Cables Underground

   (b) Correspondence – Regional Council – Climate Protection Action Plan Year Two Milestone Report

4. **IN CAMERA AGENDA**

   Property Sale Issue

5. **ADJOURNMENT**

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

Transport and Environment Committee
Outstanding Items

No.	Items	Original Date	Action	Status
1.	Traffic Regulations – Eastbound Traffic on Bartonville Crt. be required to stop for northbound and southbound traffic on Garside Avenue South	November 4th, 1996	Commissioner of Public Works and Traffic	Ald. Wilson for petition
2.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	January 20th, 1997	Commissioner of Public Works and Traffic and City Solicitor	Update the Committee of New Developments
3.	Downtown Hamilton Improvement Plan On-Street Parking Enforcement	June 16th, 1997	Commissioner of Public Works and Traffic	Report Back
4.	Encroachment Agreement - No. 46 Ferguson Avenue South Radigan Brothers Ltd.	July 2nd, 1997	Staff, Ward Aldermen and Chairman of the T&E Committee	Report Back
5.	830 Dunn Avenue	December 11th, 1997	City Solicitor	Report Back
6.	Proposed Road Closure: North/South Unassumed Alley 1st west of East 16th Street between Thayer and Queensdale Avenues	March 2nd, 1998	Ward Aldermen to meet with the area residents	Report Back
7.	Earthday - Reuse Days Proposal	March 2nd, 1998	Ward Alderman and staff to meet with Mr. Pomerantz	Report Back
8.	Intersection of Locke Street North and Florence Street	March 2nd, 1998	Alderman Kiss	Tabled
9.	Closure of Mead Avenue	April 6th, 1998	Ald. Wilson	Tabled – Alderman Wilson to canvass the neighbourhood residents and businesses respecting the proposed closure.
10.	Rental of Bay King Property for a Municipal Parking Lot	May 4th, 1998	Commissioner Public Works and Traffic	Tabled for further information
11.	Proposed Outdoor Boulevard Cafe - 49 King William St.	September 21st, 1998	Commissioner of Public Works and Traffic	Report Back
12.	Closure of Mead Avenue	October 5th, 1998	Commissioner of Public Works and Traffic	Staff to report back on the possibility of the utilization of traffic calming in this area.

13.	Munn Street and East 33rd Street – Intersection Control	January 18th, 1999	Commissioner of Public Works and Traffic	Tabled at the request of Alderman Jackson
14.	Mount Pleasant Drive and Templemead Drive - Intersection Control	January 18th, 1999	Commissioner of Public Works and Traffic	Tabled at the request of Alderman Jackson

Carolyn Biggs, Acting Secretary
February 1st, 1999

2(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 January 22

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys**

RECOMMENDATION:

a) That the following changes be made in the maximum charges per metre of frontage for Local Improvement construction:

		Maximum Charge per Metre of Frontage	
	Item	Existing 1998	Proposed 1999
i)	Curb Only	$ 73.00	$ 74.00
ii)	Sidewalks Only	$103.00	$105.00
iii)	Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	$149.00	$151.00
iv)	Roadway Only	$255.00	$256.00
v)	Alleys	$107.00	$ 90.00
vi)	Roadway and Curbs only (Industrial Subdivisions)	$336.00	$338.00

b) That the Commissioner of Public Works and Traffic be authorized and directed to amend the Local Improvement By-law.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Based on the 1998 actual average contract prices, increases ranging from 0.3 to two percent are proposed for these rates. The exception is the rate for alleys which is proposed to decrease sixteen percent. The increases are generally attributed to slight increases in unit prices for excavation, concrete and asphalt.

BACKGROUND:

The present local improvement rates were established by Council on February 24, 1998. The proposed 1999 rates reflect the changes in construction costs since the last rates were approved.

The 1999 rates have been established after reviewing actual 1998 construction costs for the various items. The rates reflect the average rateable cost for a 0.15 metre wide independent concrete curb, 1.5 metre wide concrete sidewalk, 8.5 metre wide asphalt roadway and 3.35 metre wide concrete alley.

The new rates are intended for application to projects initiated during 1999. The abutting owners will be charged the actual cost of the works or the proposed maximum rate, whichever is less.

RPM/rb

c.c. A. C. Ross, General Manager, Finance
c.c. L. Farr, Law Department (Your file 40-61.2)

2(b)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 January 15
File No. TEC-033-99 / Author: M. Hazell

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Operation of Municipal Car Parks in the vicinity of H.E.C.F.I.

RECOMMENDATION:

(a) That no action be taken on the request of the H.E.C.F.I. Board of Directors to transfer to them the responsibility for managing and operating four municipal car parks in the vicinity of H.E.C.F.I.; and

(b) That City staff and H.E.C.F.I. staff continue to work on ways to promote the use of the Convention Centre parking garage and the York Parkade and to provide H.E.C.F.I. staff with more flexibility in terms of parking arrangements to assist in attracting conventions and events.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

As the Convention Centre parking garage is very underutilized during events at H.E.C.F.I. facilities, any measures which can be taken to promote the use of this parking facility such as prepaid parking for H.E.C.F.I. events will, hopefully, encourage more people to park in this facility resulting in additional parking revenues.

Any measures which can be taken to provide H.E.C.F.I. with additional flexibility regarding parking arrangements will assist them in attracting conventions/events.

BACKGROUND:

The Finance and Administration Committee, at its meeting held 1998 May 19, received a recommendation from the H.E.C.F.I. Board of Directors as follows:

> "That the City Council be requested to transfer to H.E.C.F.I., the management and operation of the following parking lots directly associated with the H.E.C.F.I. facilities located at:
>
> (a) Hamilton Convention Centre underground parking facility located at Summer's Lane

(b) municipal parking lot located at Bay Street and King Street; municipal parking lot located at Cannon Street and Bay Street

(c) municipal parking lot located at Napier Street and Queen Street."

At a meeting on 1998 September 28, convened by the Chairman of the Transport and Environment Committee and the Chairman of H.E.C.F.I., it was agreed that there would be no merit in transferring the operation of various municipal car parks to H.E.C.F.I., and in fact, fragmenting the administration and operation of four municipal car parks from the remainder of the municipal car park program would result in inefficient and ineffective operations and fragmented policy decisions. Further, there is an agreement between the Province and the City, which was executed upon construction of the Convention Centre parking facility in 1976 and expires in the year 2069 which provides that the City will operate the garage, but that the Province has the right to approve any contract entered into with any other body for the operation of the garage before it is executed. Since the agreement also provides for revenue and expense sharing with the Province, they have indicated that they will not approve of any change in the operation of this facility unless there is a business plan indicating the expected profits.

In any event, it was mutually agreed that H.E.C.F.I. requires more flexibility in terms of providing parking incentives for their events, and the feasibility of providing prepaid parking for persons attending H.E.C.F.I. is presently being discussed.

In summary, transferring the operation and management of one or more of the municipal car parks to H.E.C.F.I. would create inefficiencies and ineffective management of the overall municipal parking program, and would create operational difficulties at a time when the City Council recently decided to merge all parking operations (by abolishing the Hamilton Parking Authority on 1998 April 1st). Parking issues such as consistent signing, regulations, enforcement, and operational matters should be dealt with on a comprehensive basis, particularly in the downtown area where initiatives such as the Smart Moves project contain strategies to deal with parking issues.

MBH/kag

CITY OF HAMILTON

2(b)(ii)

- RECOMMENDATION -

DATE: 1999 January 25
File No. TEC-043-99 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Delawana Drive and Jerome Crescent
– School Crossing Guard Request

RECOMMENDATION:

(a) That a School Crossing Guard be assigned to the intersection of Delawana Drive and Jerome Crescent during the morning, lunch and evening school crossing periods up until approval of the 1999 Departmental Budget; and,

(b) That said assignment be subject to the approval of an expansion package of approximately $6,000 plus administrative costs, which will be presented during the 1999 current budget deliberations.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning, lunch and evening duty times is approximately $6,000 per year plus administrative costs. This increase cannot be accommodated within the current (1999) School Crossing Guard Program budget estimates. However, an expansion package has been prepared for presentation to Committee as part of the 1999 current budget process.

BACKGROUND:

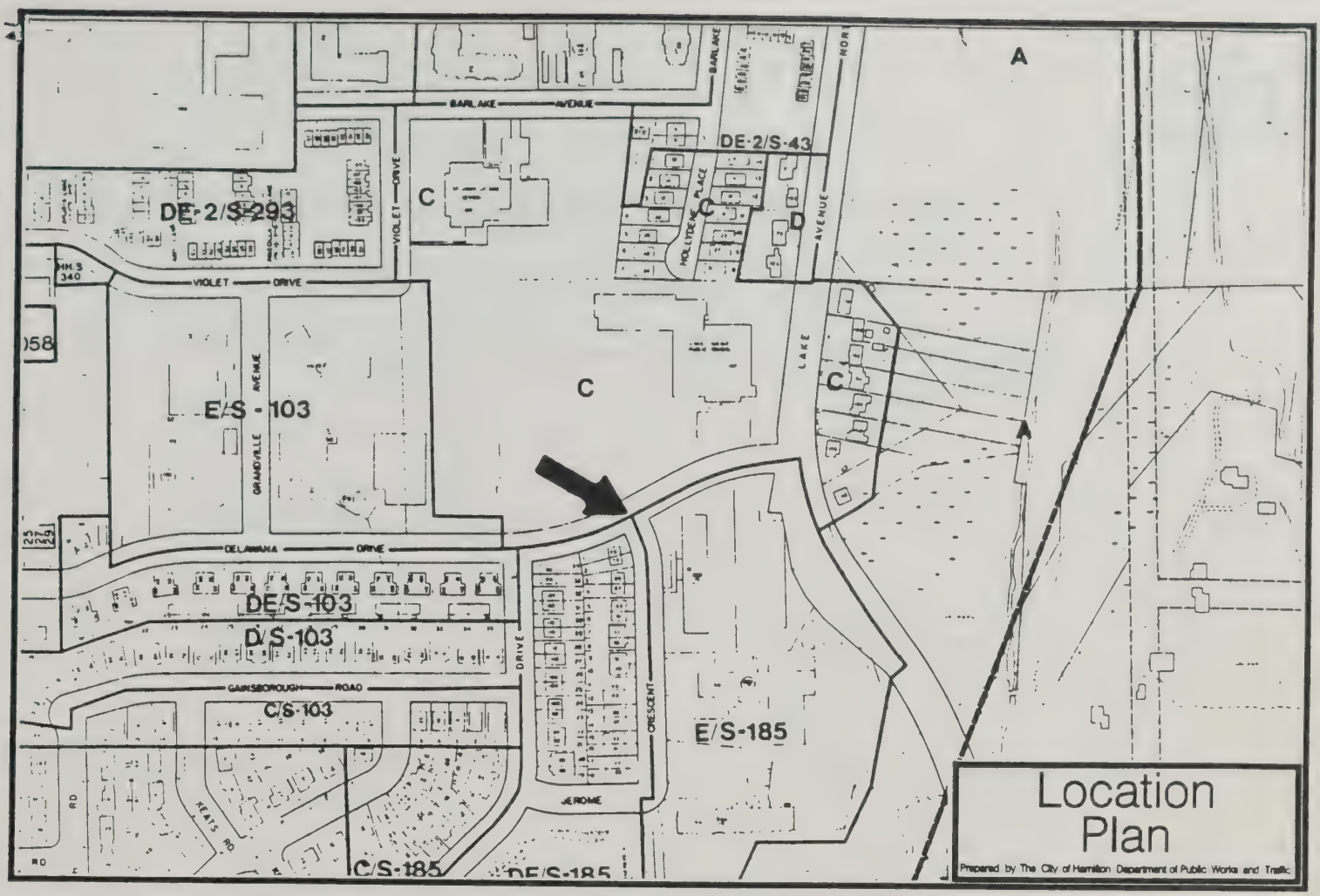
The Principal and School Council of both Lake Avenue and Joan of Arc Schools have requested that staff review the need for a School Crossing Guard at the intersection of Delawana Drive and Jerome Crescent.

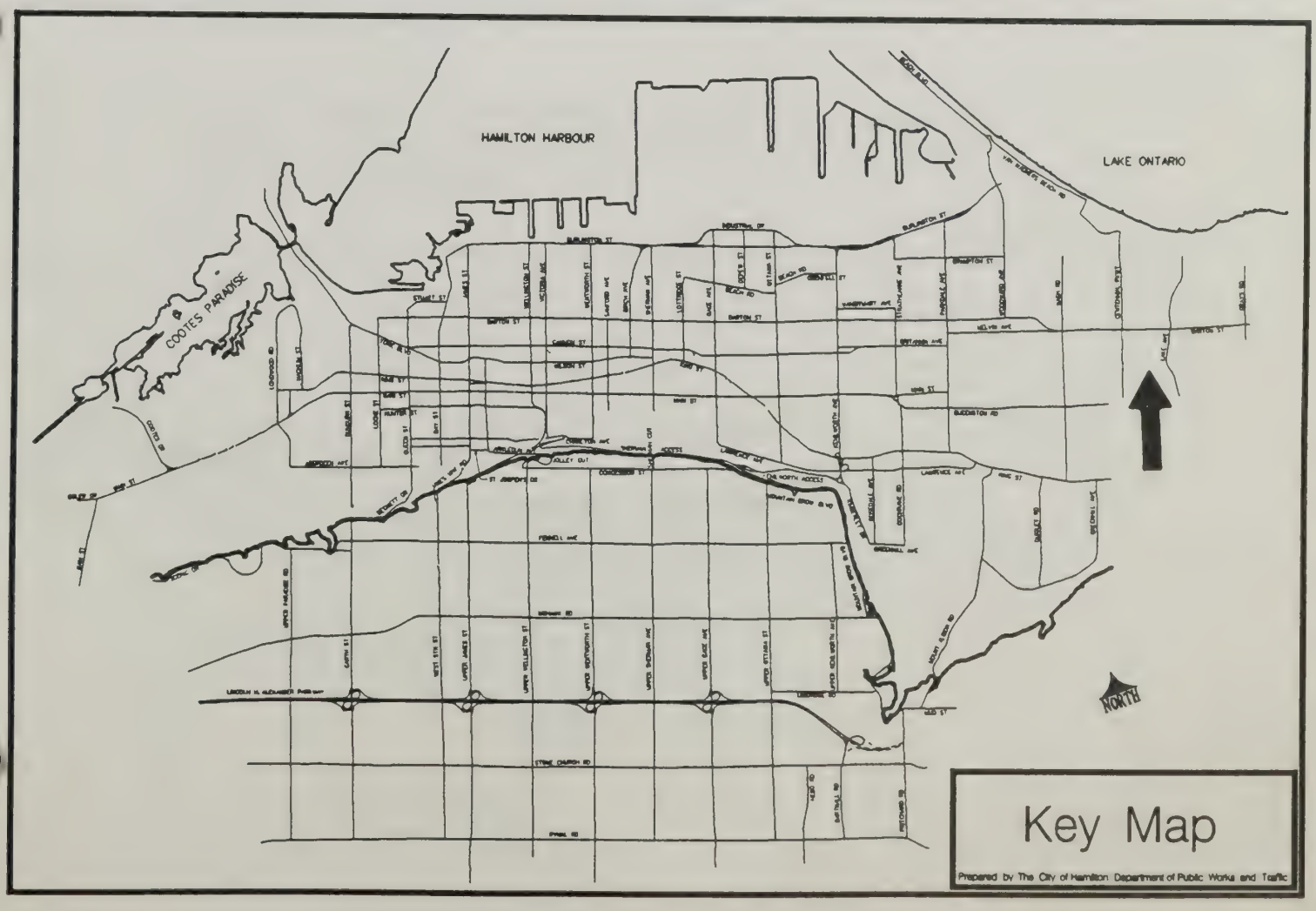
Pedestrian and vehicular surveys were undertaken to determine if a problem for children crossing exists, and to determine the requirement for a School Crossing Guard. The study has determined that there are in excess of 100 children crossing Delawana during the morning and evening crossing periods, and anywhere from 35 to 60 children during the lunch periods. It was also noted that there are behavioural problems relating to conflicts between drivers and children. In fact, there was at least one occurrence in each observed crossing period where a child was almost hit by a motorist.

This location will result in the placement of three School Crossing Guards at consecutive intersections. Staff are unsure of whether the children will alter their travel patterns allowing for the removal of one of the existing school crossing locations, thus further monitoring will be undertaken to determine if there are changes to their travel patterns. It should be noted that there are in excess of 100 children crossing at each of these three locations. This high volume of pedestrians is borne out by the fact that the neighbourhood is one of the most densely populated areas of the City.

In accordance with approved emergency procedures, a School Crossing Guard was assigned to this location on 1999 January 25. Therefore, it is recommended that a School Crossing Guard be hired and assigned to the intersection of Delawana Drive and Jerome Crescent during the morning, lunch and evening school crossing periods, on a permanent basis.

TA/MBH/klk


BARLAKE AVENUE
DE-2/S-43
DE-2/S-293
VIOLET DRIVE
HOLLYDENE PLACE
AVENUE
A
C
D
E/S-103
GRANDVILLE AVENUE
DELAWANA DRIVE
DE/S-103
D/S-103
GAINSBOROUGH ROAD
C/S-103
E/S-185
JERONE
CRESCENT
C/S-185
DE/S-185
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

3(a)

CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE MUNICIPAL CLERK

****

TO: K. C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: J. J. Schatz
Municipal Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: **Placement of all Utility Wires and Cables Underground**

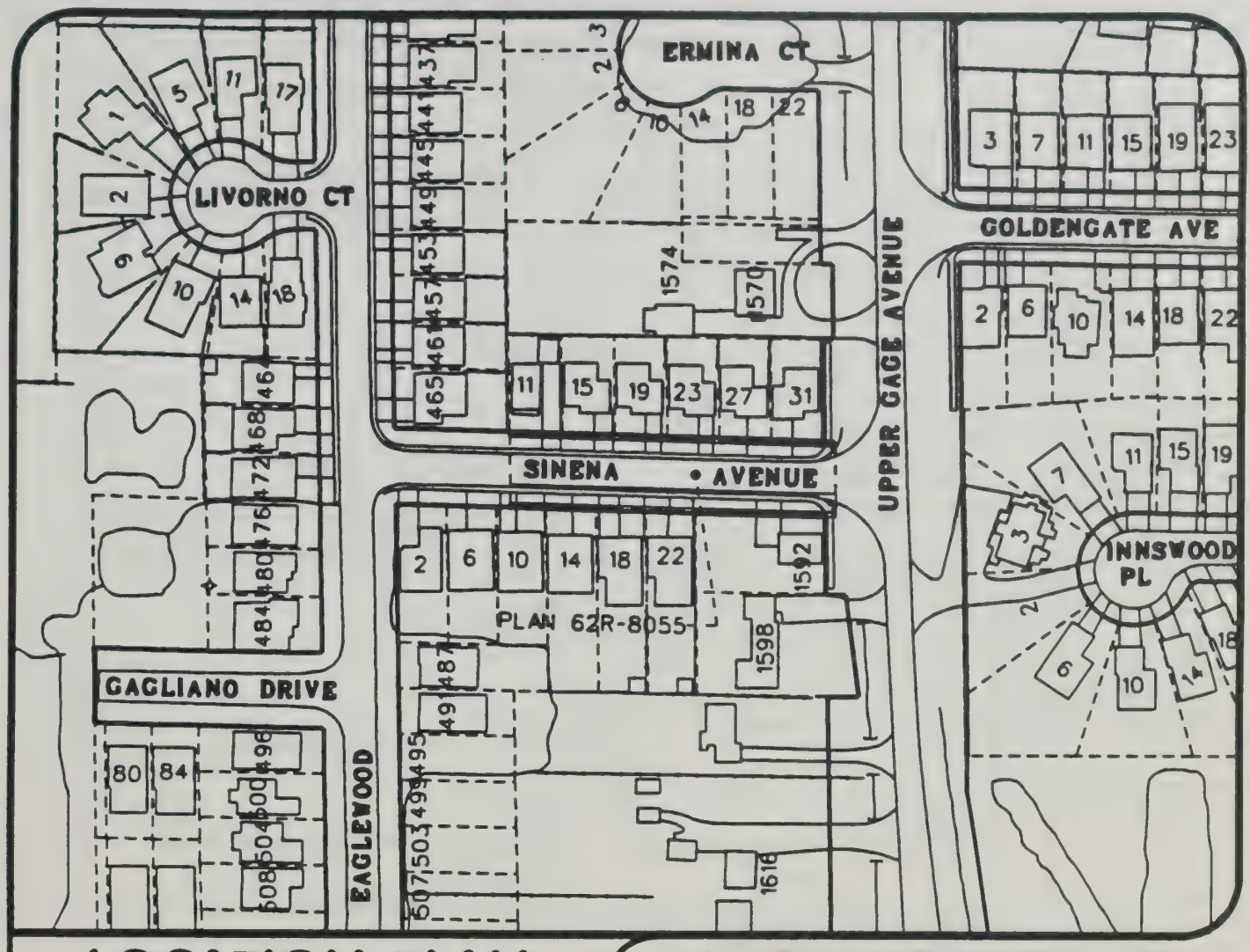
DATE: 1998 December 10th

City Council at its meeting held 1998 December 8th approved the following resolution respecting the placement of all utility wires and cables underground.

> "That the Transport and Environment Committee be requested to investigate the feasibility and cost of requiring the placement of all utility wires and cables underground."

Would you please forward this issue to the Transport and Environment Committee per Council's direction.

JJS/mjw



LOCATION PLAN

FOR INCORPORATION OF CITY LAND

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
REGIONAL TRANSPORTATION DEPARTMENT

LEGEND

AREA OF PROPOSED INCORPORATION

NORTH	SCALE	REFERENCE FILE NO.
	Not to Scale	65-1.555
	DATE	
	January 6, 1999	

KEY MAP

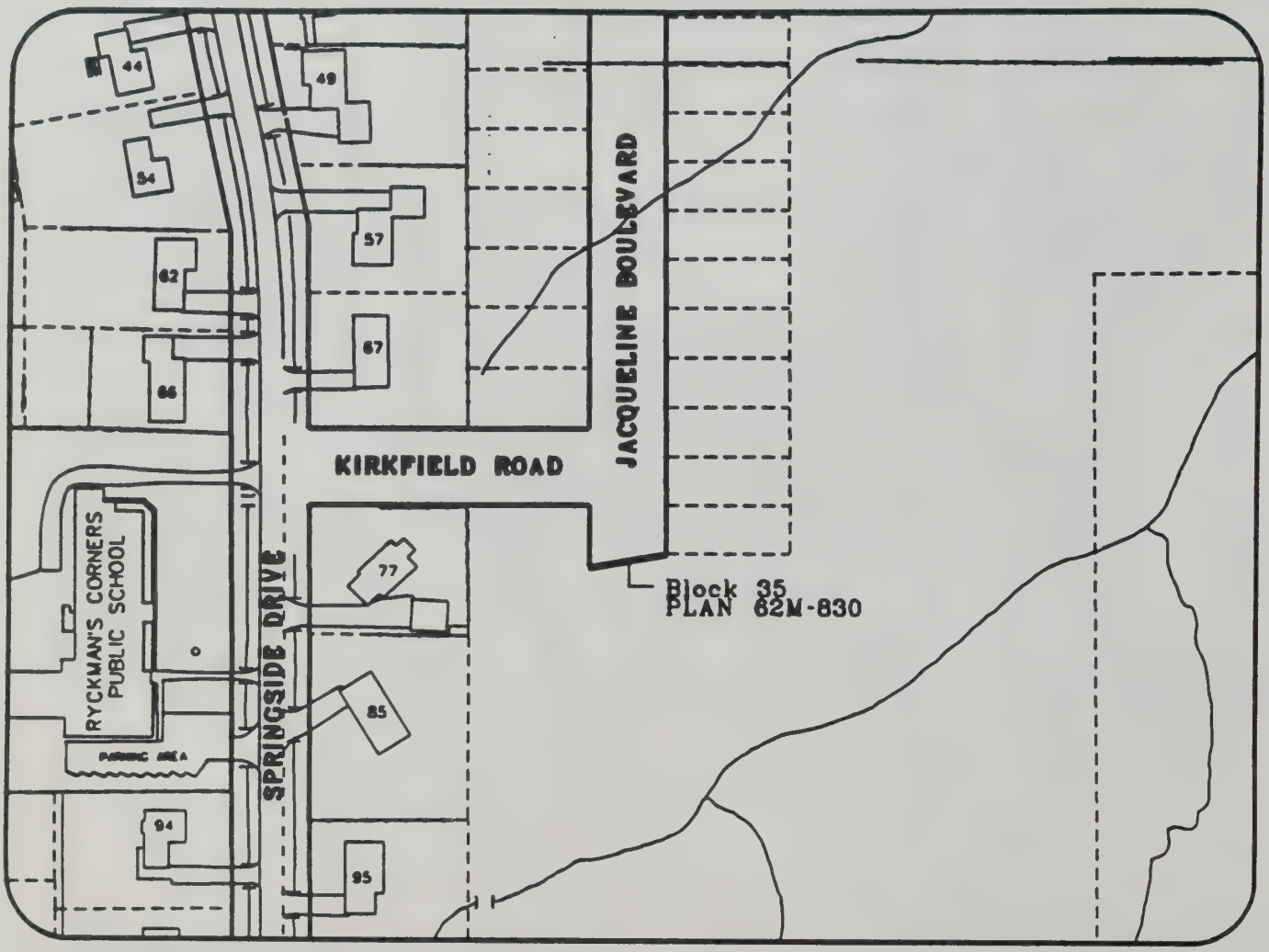
NORTH

NOT TO SCALE



FOI (P-98-1

...\upgagesurround.dgn Jan. 06, 1999 15:26:18



LOCATION PLAN

FOR INCORPORATION OF CITY LAND

Regional Municipality of Hamilton-Wentworth
Regional Transportation Department

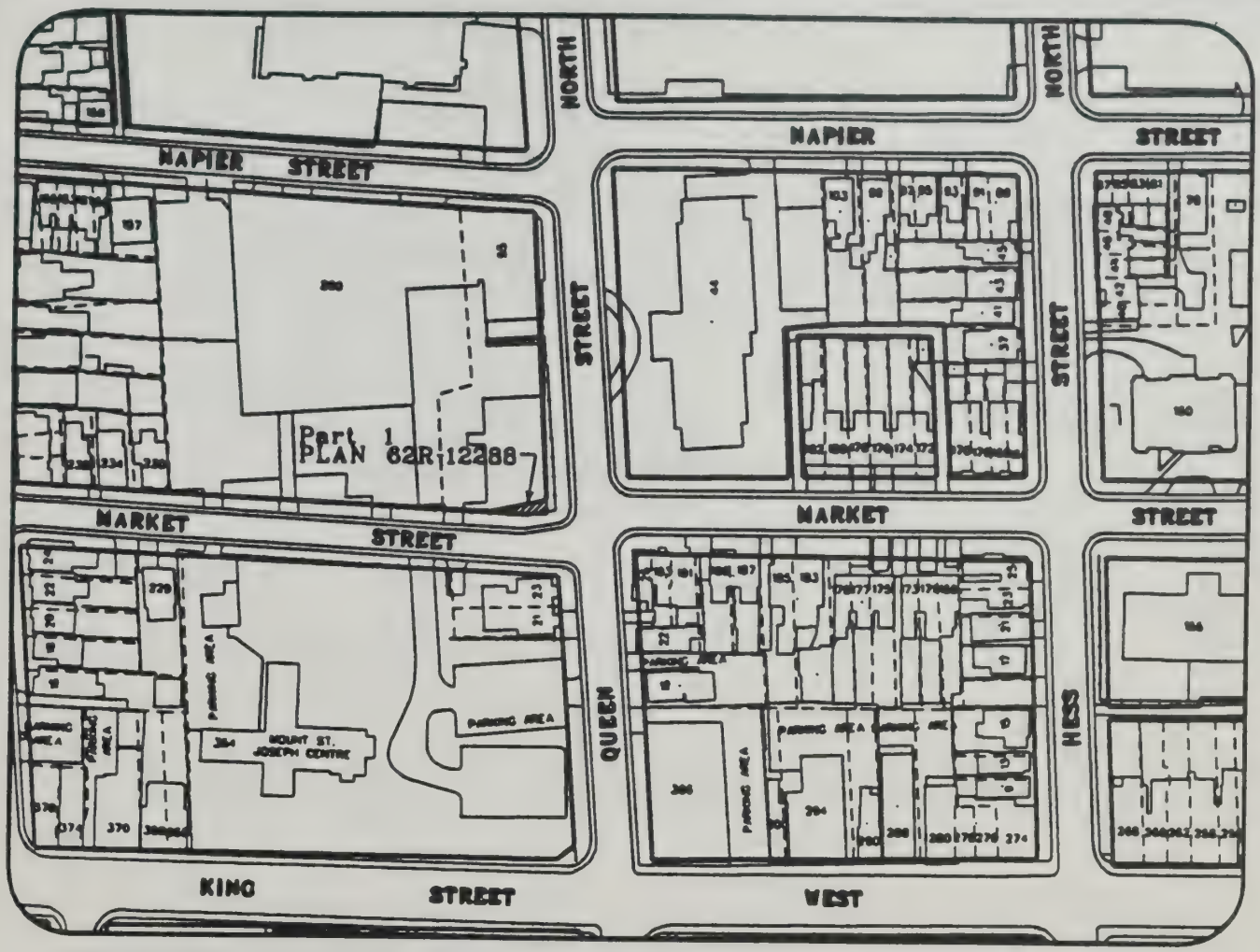
LEGEND

AREA OF PROPOSED INCORPORATION

North	Scale	Reference File No.
	Not to Scale	S708-79
	Date	
	December 24, 1998	



FORM RP-98-1



LOCATION PLAN

FOR INCORPORATION OF CITY LAND

Regional Municipality of Hamilton-Wentworth
Regional Transportation Department

LEGEND

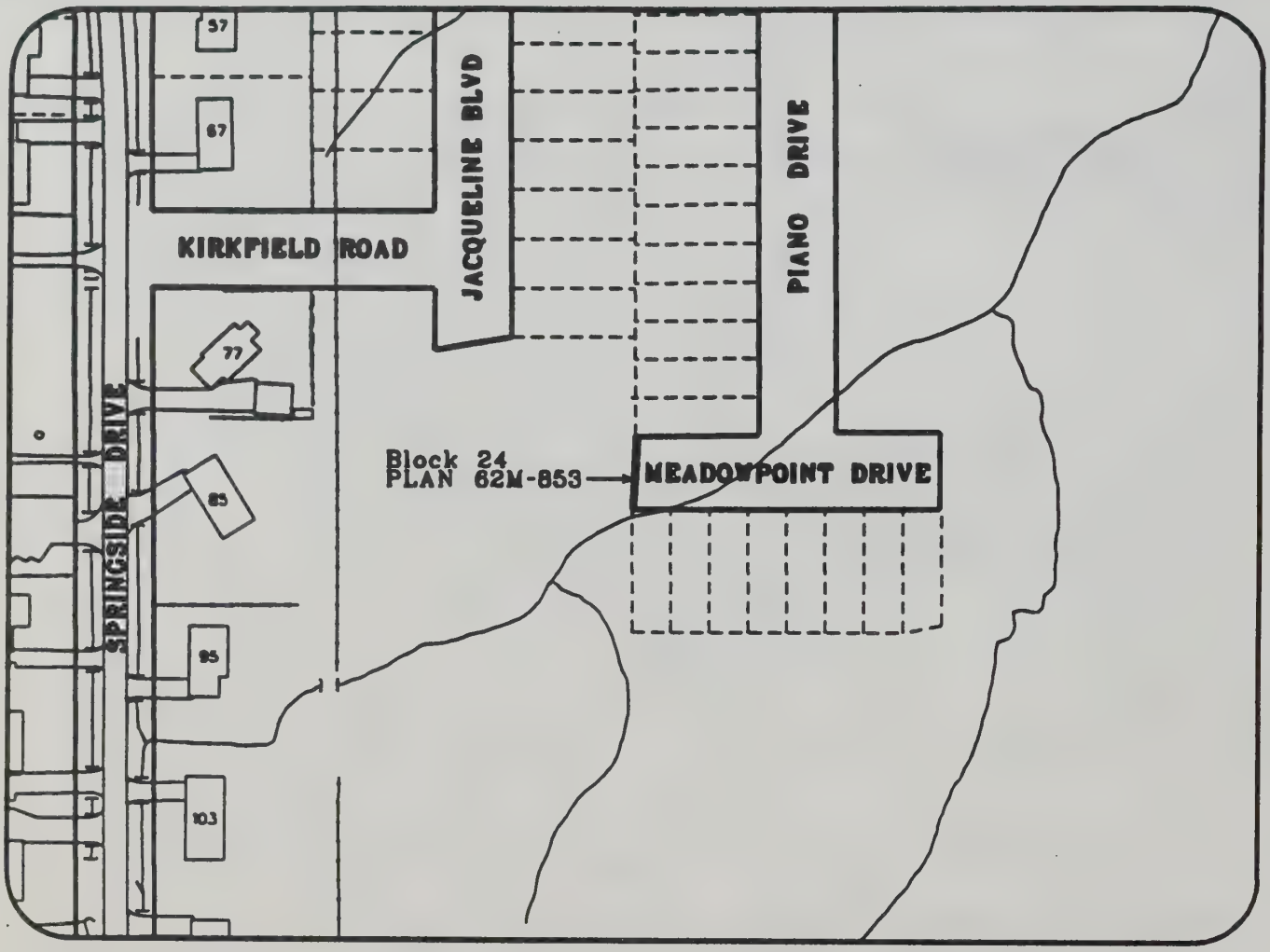
AREA OF PROPOSED INCORPORATION

North	Scale	Reference File No.
	Not to Scale	S609-01
	Date	
	January 4, 1999	



FORM RP-98-1

..\incorporations\market.dgn Jan. 05, 1999 11:41:53



LOCATION PLAN

FOR INCORPORATION OF CITY LAND

Regional Municipality of Hamilton-Wentworth
Regional Transportation Department

LEGEND

AREA OF PROPOSED INCORPORATION

North	Scale	Reference File No.
	Not to Scale	S708-79
	Date	
	January 4, 1999	



FORM RP-98-1

3(b)

Office of the Municipal Clerk

MEMORANDUM

OFFICE OF THE MUNICIPAL CLERK
JAN 2 6 1999
REC. BY KC DATE Jan 27
REF'D TO ..... DATE .....
REF'D TO ..... DATE .....
REF'D TO CB DATE .....
ACTION: For TEE

TO: Kevin Christenson
Manager of Legislative
Office of the Municipal Clerk

FROM: Lynda Sohal
Legislative Assistant
Office of the Municipal Clerk

PHONE: (905) 546-2148

DATE: January 25, 1999

SUBJECT: Environmental Services Committee Report 1-99

Regional Council, at its meeting held on Tuesday, January 22, 1999, adopted Item 3 and received Information Item (g) (vi) of Environmental Services Committee Report 1-99, as follows:

3. Climate Protection Action Plan Year Two Milestone Report (ENV95002(D))

a) That the Corporation of the City of Hamilton be requested to combine its Greenhouse Gas Emissions Reduction Program with the initiatives of the Regional Municipality of Hamilton-Wentworth;

b) That the General Manager of Community Planning and Development be authorized and directed to establish baseline emission levels for 1990, for the Regional Municipality of Hamilton-Wentworth and the Corporation of the City of Hamilton operations; **Item 5.6 (a)-(b)**

g) The following items were **tabled**:

vi) Climate Protection Action Plan Year Two Milestone Report (ENV95002(D))

Sub-section (c) of Report ENV95002(D) was tabled pending a further staff report identifying the advantages and disadvantages of emissions trading and that a staff representative from the International Council on Local Environmental Initiatives (ICLEI) be invited to attend a future meeting of the Environmental Services Committee to provide a presentation on emissions trading. **Item 5.6 (c)**

Attached for your information, please find a copy of Report ENV95002(D) entitled "Climate Protection Action Plan Year Two Milestone Report", which is the background material respecting this item.

It would be greatly appreciated if this matter could be brought to the attention of the appropriate Standing Committee of City Council, as outlined in sub-section (a) of Report ENV95002(D).

LS/
Attach.

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: December 15, 1998

REPORT TO: Chairman and Members
Environmental Services Committee

FROM: Lee Ann Coveyduck
General Manager
Community Planning & Development Division

SUBJECT: **Climate Protection Action Plan**
Year Two Milestone Report (ENV95002(D))

RECOMMENDATION:

a) That the Corporation of the City of Hamilton be requested to combine its Greenhouse Gas Emissions Reduction Program with the initiatives of the Regional Municipality of Hamilton-Wentworth;

b) That the General Manager of Community Planning & Development be authorized and directed to establish baseline emission levels for 1990, for the Regional Municipality of Hamilton-Wentworth and the Corporation of the City of Hamilton operations;

c) That the Policy on Emissions Trading for water pollutant discharge trading approved by Regional Council on January 20, 1998, as Item 11 of Environmental Services Committee Report 1-98, with appropriate revisions to reflect air quality issues, be used for any air emissions trading negotiations between the Region and any other parties.

For

Lee Ann Coveyduck
General Manager
Community Planning & Development Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A.

SUSTAINABLE COMMUNITY IMPLICATIONS:
(Vision 2020, adopted by Regional Council as its vision for the future of Hamilton–Wentworth, embodies the concept of a sustainable community which is an equal balance of the economy, the environment, and social/health factors in all regional decision-making.)

The Region's commitment to develop the *Climate Protection Action Plan* and reduce greenhouse gas emissions is consistent with Vision 2020, as outlined in *Strategies for a Sustainable Community 1998*. The following goals and strategies are in support of the Action Plan:

- To ensure the Region has the best air quality of any major urban area in Ontario and to reduce greenhouse gas emissions 20% from 1990, by:
    - Reducing air emissions from businesses and industry,
    - Reducing air emissions from private, commercial and government vehicles,
    - Reducing air emissions from residences,
    - Reducing air emissions during Air Quality Advisories; and,
    - Promoting public awareness to show how individuals can make a difference.

BACKGROUND:

The Region became a signatory to the Canadian Declaration on Climate Change and the Urban Environment on January 24, 1995, with its approved Item 1 of Chairman's Report 1-95. Subsequently, on November 19, 1996, Council set a target of 20% reduction in greenhouse gas (GHG) emissions from 1990 levels by 2005, and gave approval to join the Federation of Canadian Municipalities (FCM) 20% Club, (Item 1 of Report 11-96 of the Chairman's Report).

This report is the fifth in a series that addresses Climate Change. Following are the titles and dates of the previous four reports:

Title	Committee Date	Council Approval
Cities For Climate Protection Campaign	ENV95002 Jan. 17/95	Jan. 24/95 Item 1 of Chairman's Report 1-95
Participation in the Federation of Canadian Municipalities 20% Club	ENV95002(A) Nov. 12/96	Nov. 19/96 Item 1 of Chairman's Report 11-96
Climate Protection Action Plan (20% Club)	ENV95002(B) Jun. 10/97	Jun. 17/97 Information Item g(iii) ESC Report 6-97
Climate Protection Action Plan Report	ENV95002(C) Jan. 13/98	Jan. 20/98 Item 11 ESC Report 1-98

As a 20% Club member, the Region must demonstrate continuing progress in reducing GHG emissions in order to maintain its membership. There are three annual milestones to be achieved. In January 1998, Council approved its first year milestone report and gave direction for the next year's activity (ENV95002(C)). Attachment A to this report describes actions that have been taken in the Regional Municipality of Hamilton-Wentworth to meet its second year milestone commitments to reduce GHG emissions by 20% by the year 2005.

Briefly, two of the three recommendations were carried out:

1. The 11 Regional programs that reduce GHG emissions have been continued.
2. A pilot program with Green Venture is under development. The program is also a priority for the Hamilton-Wentworth Air Quality Initiative.

The third recommendation, which has three components, was to be carried out as time permitted. This involved completing the collection of 1990 baseline data, the establishment of procedures for annual reporting and the preparation of a community wide plan to reduce GHG emissions. Time did not permit completion of these tasks.

In 1998 there were several events which change the context for collecting data:

1. The Federal Government has provided more support to Municipalities as part of its international commitment to reduce greenhouse gas emissions.
2. The publication *Taking Our Breath Away* by the Suzuki Foundation and the pilot project with Green Venture have improved the prospects for developing a community plan to reduce emissions.
3. The Federation of Canadian Municipalities and the International Committee on Local Environmental Initiatives have joined forces to support Municipalities preparing and implementing plans to reduce GHG emissions.
4. Legislation passed by the Provincial Government opens the door for air emissions trading and the Regional Municipality of Hamilton-Wentworth has been approached to participate in an emissions trading pilot.
5. The City of Hamilton and the Regional Municipality of Hamilton-Wentworth have begun an administrative amalgamation, thus expanding the context of municipal operations.

These changes indicate the need to rethink the strategy for achieving the Year Two Milestone. The following actions are recommended:

1. Merging the 20% Club programs of the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.
2. Establishment of procedures for annual reporting.
3. Acquisition of the upgraded emissions reporting software.
4. Utilization of Federal employment programs to hire additional staff to assist in developing reporting procedures and the collection and analysis of data.
5. Use of the Council established policy on water emissions trading (adapted for air) in any discussion of Regional participation in GHG emissions trading pilots.

Programs to reduce greenhouse gas emissions already being implemented will continue to be funded from existing budgets. Additional funding to purchase software and cover the administrative costs of the ON-SITE program will total $4,600.

Existing staff complement will be supplemented through a short-term placement.

:RF
Attach.

Climate Protection Action Plan
Year Two Milestone Report

Regional Municipality of Hamilton-Wentworth
December 1998

Table of Contents

1.0 Introduction 1

2.0 Activities in 1998 2

2.1 Regional Programs and Operations 2

2.2 Pilot Regional Programs to Support the Hamilton-Wentworth Air Quality Initiative 2

2.3 Data Collection and Analysis 3

3.0 Changes in 1998 3

3.1 International Agreements 3

3.2 The Health Effects of Fossil Fuel Combustion 4

3.3 Support to Municipalities in Their Efforts to Reduce Greenhouse Gas Emissions 4

3.3.1 Software 4

3.3.2 Municipal Support and Discussion 5

3.3.2.1 Resource Development 5

3.3.2.2 Shared Interests 5

3.4 Changes in Legislation Governing Emissions Trading 6

3.5 Amalgamation of Municipal Administrations 6

4.0 Conclusion 7

1.0 Introduction

The Regional Municipality became a signatory to the Canadian Declaration on Climate Change and the Urban Environment on January 24, 1995. Subsequently, on November 19, 1996, Council set a target of 20% reduction in greenhouse gas (GHG) emissions from 1990 levels by 2005 and gave approval to join the Federation of Canadian Municipalities (FCM) 20% Club.

As a 20% Club member, the Region must demonstrate continuing progress in reducing GHG emissions in order to maintain its membership. There are three annual milestone targets:

Year 1
- Identify GHG emissions for 1990 and current year for Regional operations
- Prepare a plan to reduce GHG Emissions

Year 2
- Preparation of a community-wide strategy to reduce GHG and
- Demonstrate the implementation of a plan to reduce GHG emissions in Regional operations.

Year 3
- Implementation of community-wide strategy to reduce GHG and
- Continued evidence of reductions in GHG emissions from Regional Operations

In the Year One Milestone Report, there were two principal findings. First, based on the available data collected, the target of a 20% reduction had been surpassed, based on the reduced GHG emissions from Landfill sites. However, data collection of baseline and current emissions levels was not complete, and until these gaps in data were filled, it would not be possible to assess the progress of the Region in meeting its target.

Accordingly, Council directed the year two activities include the following:

1. That the following programs and activities continue:

    i) blue box recycling
    ii) blue cart recycling
    iii) white goods recycling
    iv) household hazardous waste disposal

v) back yard composting program
vi) leaf and yard waste collection
vii) purchasing buses fuelled by natural gas
viii) the Environmental Stewardship purchasing policy
ix) the Bicycle Transportation Network
x) the Energy Management Project and
xi) the Regional Greenlands Strategy.

2. That priority be given to the aspects of the Climate Protection Action Plan which support the 1998 Air Quality Initiative (Report (ENV97109(A)). This support totals $50,000, in in-kind contributions, to Hamilton-Wentworth Green Venture.

3. That base line data collection, the development of an annual emissions reporting procedure and preparation of a community plan be undertaken if time allowed.

Following is a report of activities in 1998.

2.0 Activities in 1998

2.1 Regional Programs and Operations

To continue reduction of GHG from Regional operations, the January 1998 Report recommended continuation of 11 programs already operating in the Regional Municipality of Hamilton-Wentworth. The following table lists the programs and their status in 1998:

Program	*Status*
Blue Box Recycling	continued in 1998
Blue Cart Recycling	continued in 1998
White Goods Recycling	continued in 1998
Household Hazardous Waste Disposal	continued in 1998
Back Yard Composting Program	continued in 1998
Leaf and Yard Waste Collection	continued in 1998
Purchasing natural gas fuelled buses	continued in 1998
Environmental Stewardship purchasing policy	continued in 1998
Bicycle Transportation Network	continued in 1998
Energy Management Project	continued in 1998
Regional Greenlands Strategy	continued in 1998

2.2 Pilot Regional Programs to Support the Hamilton-Wentworth Air Quality Initiative

The Regional Municipality of Hamilton-Wentworth began planning a community-

wide strategy to reduce GHG emissions with a pilot project. This project involves a partnership with Green Venture, the Volunteer Centre and the International Committee on Local Environmental Initiatives (ICLEI). The project will use seminars, home green up visits and personal commitments to encourage residents to reduce emissions by 20%. It is in the development phase right now and is expected to continue in 1999. A staff commitment of .5 FTE is being devoted to this project.

2.3 Data Collection and Analysis

Council also directed that three further actions be taken, if time permitted:

1. Collection and analysis of 1990 baseline data for emissions from those sources where information had not yet been obtained.
2. Development of a regular reporting procedure for energy consumption from Regional operations.
3. Preparation of a community plan to reduce energy consumption by 20%

These tasks were not completed. However, there have been several developments, which have fundamentally changed the context in which this plan is being prepared. These changes need to be understood before making decisions about next steps in the Regional commitment to reduce greenhouse gases.

3.0 Changes in 1998

There have been five major developments that have changed the context for achieving the Year Two Milestones:

- International Agreements, notably the Kyoto Accord,
- Publication of *Taking Our Breath Away* by the David Suzuki Foundation,
- Changes in the support provided to municipalities committed to reducing GHG emissions,
- Changes in the emissions trading legislation, and
- The administrative amalgamation of the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

3.1 International Agreements

In 1992, Canada was one of over 150 countries to sign the Framework Convention on Climate Change at the United Nations Conference on the Environment. Under the Convention, countries must adopt measures to mitigate climate change by

stabilizing greenhouse gas emissions to 1990 levels by the year 2000. In December 1997, this target was reduced to 6% of 1990 levels.

The signing of the accord triggered considerable activity in Canada. The challenge of meeting the country's target to reduce GHG is being tackled by a number of Issue Tables. Of primary interest to the Regional Municipality of Hamilton-Wentworth was the establishment of a Municipal Table. The Municipal Table was established in consultation with the Federation of Canadian Municipalities (FCM) and has met several times over the course of the past year. For the Regional Municipality of Hamilton-Wentworth, this means there are considerably more resources available to work toward meeting the 20% emissions reduction target.

3.2 The Health Effects of Fossil Fuel Combustion

GHG emissions and climate change have been difficult concepts to explain to the public. There has been considerable controversy about the consequences of climate change. This fall, the David Suzuki Foundation released *Taking Our Breath Away*, one of a series of publications on climate change. It links the health effects of air pollution with GHG emissions through their common source: the combustion of fossil fuels.

Research completed during the Hamilton-Wentworth Air Quality Initiative suggests that connecting GHG emissions to health impacts will increase public interest. The research, which was carried by Dr. Andrew Muller and Alan Diener, found that people were much more likely to be concerned about health effects of air pollution than other effects such as reduced visibility, odours and black fallout.

Since connecting health impacts with GHG emissions should increase public interest, there may be an increased commitment on the part of the community to reduce emissions. Along with the pilot project with Green Venture, the publication of the Suzuki Foundation document may create a more favourable climate for the development and implementation of a community plan to reduce GHG emissions.

3.3 Support to Municipalities in Their Efforts to Reduce GHG Emissions

Since the global commitment to reduce GHG was first signed in 1992, there have been a number of resources available to municipalities in which a commitment to reduce greenhouse gases has been made. This year, there have been several changes and improvements to the available resources.

3.3.1 Software

Software to record emissions data in 1995 was distributed early in 1998. Data collected by the Regional Municipality of Hamilton-Wentworth in its

first year milestone report can be entered on this software. An upgraded version, which can accommodate multiple years of data and contains improved analysis and reporting features, will be released early in 1999. This will make data collection, recording and reporting much easier than it has been in the past.

3.3.2 Municipal Support and Discussion

The Federation of Canadian Municipalities (FCM) and the International Committee on Local Environmental Initiatives (ICLEI) have combined their efforts to support municipal initiatives to reduce greenhouse gas emissions, through resource development and providing a forum to discuss issues of mutual interest. Following are changes that are of particular interest to the Regional Municipality of Hamilton-Wentworth:

3.3.2.1 Resource development

A partnership with Energy Pathways Inc. has been developed to provide qualified assistance for up to six months salary-free to aid municipalities in their efforts to reduce greenhouse gas emissions. Wages are funded through Human Resources Development Canada and provincial market development agreements. Municipalities pay $2,600 per placement. People hired through this program, called ON-SITE, assist in completing baseline inventories, projections, and action plans. The Region can take advantage of this opportunity to complete collection of the 1990 baseline emissions data and development of a procedure for annual reporting to track progress in meeting targets.

3.3.2.2 Shared Interests

There are three actions that have been taken to address matters of mutual interest to municipalities: Quick Starts, and discussions about emissions recording and about emissions trading. The Regional Municipality of Hamilton-Wentworth has played a role in each of these actions.

A Quick Starts Committee is looking at initiatives that can be implemented to show early reductions in emissions. Fleet greening is one of these initiatives. Fleet Managers at the City of Hamilton and the Hamilton Street Railway have been invited to provide support and assistance. Should it be concluded that further actions in the municipal operations of Hamilton-Wentworth are required to meet the 20% emissions reduction target, the Quick Starts Committee will be a valuable support.

Municipalities across the country have been engaged in a discussion

to establish how emissions will be counted. The data collected by the Region has been used in this discussion, particularly as it relates to landfills. This will also help to establish the emissions reduction target.

Emissions trading is an emerging area of interest to municipalities and information is being collected on this in preparation for discussions by the FCM. The Hamilton-Wentworth policy on emissions trading is being used as a resource to these discussions.

3.4 Changes in Legislation Governing Emissions Trading

In 1998, the provincial government passed legislation to allow emissions trading in Ontario. Once a municipality has reduced its GHG emissions by 20%, any further reductions beyond the target can be traded for cash with another organization (business or municipality) which has not reached its emissions reductions target.

Hamilton-Wentworth has been approached by the International Committee on Local Environmental Initiatives to be a partner for a pilot emissions trading initiative. From the first year milestone report, it appears that the Regional Municipality of Hamilton-Wentworth has met its 20% reduction targets. Any additional emissions would be eligible for trading. Before this possibility can be explored, it is essential to establish full baseline data for the years 1990 and 1998.

The Regional Municipality of Hamilton-Wentworth has also been approached as a possible partner for an emissions trading because of its work on an emissions trading policy. While the Council policy applies to water, with appropriate revisions, it can be adapted for participation in any air emissions trading negotiations between the Region and any other parties. The Council policy on emissions trading is attached to this report.

3.5 Amalgamation of Municipal Administrations

The City of Hamilton and the Region of Hamilton-Wentworth have agreed to merge their administrative structures. Like the Region, the City owns a number of facilities, operates fleets and runs other programs that emit greenhouse gases. By 2005, the target year for 20% emissions reductions, it is expected that Regional and City programs will be fully integrated at the operational level. Since regular reporting procedures have not been established, this is a good opportunity to merge the City and Regional initiatives and begin collection of data for the combined municipal operations. It is recommended that any further efforts to collect baseline data and establish reporting procedures include City operations.

4.0 Conclusion

While progress in 1998 to collect baseline emissions data and establish a procedure for regular reporting in Hamilton-Wentworth has been slow, there are several external factors which have fundamentally changed the environment for meeting 20% Club milestones:

- The amalgamation of municipal administrations provides the opportunity to merge the 20% Club programs of the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.
- Upgraded computer software will be available shortly, which will facilitate data collection.
- Funds are available to assist the municipality to hire additional staff to complete the data collection and analysis.
- New reports and the pilot project with Green Venture have created a more favourable environment for the development of a community plan to reduce emissions.
- Support to municipalities from the FCM and ICLEI will help to overcome barriers to data collection and emissions counting.
- Emissions trading legislation increases the potential value of accurate data collection.

It is recommended that the following actions be taken:

1. Merge the GHG emissions reductions initiatives of the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.
2. Establish procedures for annual reporting.
3. Purchase of the upgraded emissions reporting software.
4. Hiring of additional staff to assist in developing reporting procedures and the collection of, and analysis of, data.
5. Use of the Council established policy on water emissions trading (adapted for air) in any discussion of Regional participation in GHG emissions trading pilots.

Appendix A

Emissions Trading Policy
(ENV96109(a))
Council Item 22 of ESC Report 1-98
Approved January 20, 1998

1. Any proposal for trading of water pollutant discharges should be evaluated on a case by case basis to ensure that it demonstrates the following:

   1.1 that the marginal costs of alternative reduction technologies for one source of the same parameter are significantly greater than another source(s);

   1.2 that it will reduce total loadings and not just generate cost savings, creating a net environmental benefit (no cross-media transfer of pollutants will take place to reduce loadings);

   1.3 broad public acceptance and public input in the design;

   1.4 that it is carried out on a watershed basis

   1.5 it will result in no localized ecological damage or health effects and should move reductions upstream

   1.6 that there is not trading of persistent toxic substances or substances on ban or phase out lists unless it accelerates reductions;

   1.7 a justified loading target based on a comprehensive source inventory

   1.8 it incorporates a maximum loading target – improving the environment over and above existing federal and provincial limits – and that the loading target is achievable without employing all available controls;

   1.9 that the mechanisms for implementation and administration be resourced and not outweigh the economic benefit of the trade

   1.10 success in achieving commitments for reduction through a technically sound monitoring program; and

2. Place the responsibility for demonstrating that these conditions can be met on the proponent of any water pollutant discharge trading arrangement.

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, February 1st, 1999
9:30 o'clock a.m.
Room 233, City Hall

AGENDA:

A. **ADOPTION OF THE MINUTES**

Adoption of the minutes of the Transport and Environment Committee meeting held January 18th, 1999

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) No. 67 Francis Street
Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(b) No. 334 Emerald Street North
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(c) Redfern Avenue, Jewel Street and Gem Court – Parking Regulations

ii. **Miscellaneous**

(a) Supply and Delivery of Traffic Paint during 1999, Public Works and Traffic Department

(b) 116 East 23rd Street
Request to amend an existing Wheelchair Loading Zone Regulation

(c) No. 54 Kinrade Avenue – Request for a Wheelchair Loading Zone

(d) No. 630-636 Main Street East – Commercial Boulevard Parking Agreement

(e) 1999-2008 Provisional Capital Budget – Roads Division

C. **ACTING SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

A.

Monday, January 18th, 1999
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present:	Alderman C. Collins, Chairman Alderman D. Wilson, Vice-Chairman Mayor R. M. Morrow Alderman M. Kiss Alderman A. Horwath Alderman B. Morelli Alderman T. Jackson Alderman F. D'Amico
Absent:	Alderman T. Anderson – Personal Business
Also Present:	Alderman M. Caplan Alderman B. Charters B. Price, Hamilton Safety Council J. Dick, Hamilton Seniors' Council D. Lychak, City Manager D. Lobo, Commissioner of Public Works and Traffic M. Hazell, Public Works and Traffic Department R. Meiers, Public Works and Traffic H. Solomon, Public Works and Traffic W. Plessl, Public Works and Traffic T. Gill, Roads Division D. Onishi, Roads Division C. Biggs, Acting Secretary

1. **CONSENT AGENDA**

A. **ADOPTION OF THE MINUTES**

The minutes of the Transport and Environment Committee meeting held November 30th, 1998 were adopted as circulated to the Members.

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) **East Side of Bell Avenue, south of Queenston Road**

The Committee was in receipt of a report dated December 7th, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking – Loading Only" regulation on the east side of Bell Avenue, commencing 155 feet south of Queenston Road and extending to a point 30 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

(b) **No. 81 East 23rd Street**
Discharge of Residential Boulevard Parking Agreement

The Committee was in receipt of a report dated December 7th, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

(a) That the existing Residential Boulevard Parking Agreement registered as Instrument No. 102204 C.D. to the property at No. 81 East 23rd Street be discharged, at the property owner`s expense; and,

(b) That the City/Regional Solicitor be authorized and directed to process the documents in relation to the discharge of this agreement; and,

(c) That the owner of the property be permitted to execute a revised Residential Boulevard Parking Agreement.

(c) **No. 24 Allan Avenue**
Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated December 17th, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Allan Avenue commencing at a point 222 feet east of Harmony Avenue and extending to a point 21 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Phyllis Balogh, 24 Allan Avenue.

(d) **Delmar Drive, east of Columbia Drive – Parking Regulations**

The Committee was in receipt of a report dated December 18th, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

(a) That the hours of the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of Delmar Drive commencing at Columbia Drive and extending to a point 597 feet easterly therefrom be revised such that the regulation is in effect until 9:00 p.m.; and,

(b) That a full-time "No Parking" regulation be implemented on the north side of Delmar Drive commencing at Columbia Drive and extending to a point 71 feet easterly therefrom; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

(e) **Laurier Avenue adjacent to Buchanan Park School**

The Committee was in receipt of a report dated December 11th, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

That a "No Stopping, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the south and west sides of Laurier Avenue from Columbia Drive to South Bend Road West, and that the City Traffic By-law 89-72 be amended accordingly.

(f) **No. 61 Picton Street West**
Request to Remove a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated December 17th, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of Picton Street West commencing at a point 134 feet east of Bay Street North and extending to a point 21 feet easterly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

(g) **No. 185 Fairfield Avenue**
Request to Remove a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated December 17th, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the west side of Fairfield Avenue commencing at a point 183 feet south of Britannia Avenue and extending to a point 23 feet southerly therefrom, and on the east side of Fairfield Avenue commencing at a point 167 feet south of Britannia Avenue and extending to a point 24 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

(h) **South Side of Crockett Street, east of East 32nd Street**

The Committee was in receipt of a report dated January 6th, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

(a) That the existing "No Parking, 8:30 a.m. to 5:00 p.m., Monday to Saturday" regulation on the south side of Crockett Street commencing at a point 25 feet east of East 32nd Street and extending to a point 60 feet easterly therefrom be removed; and,

(b) That a "30 Minute Parking Time Limit, 9:00 a.m. to 7:00 p.m., Seven Days a Week" regulation be implemented on the south side of Crockett Street commencing at a point 52 feet east of East 32nd Street and extending to a point 51 feet easterly therefrom; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

(i) **East 36th Street adjacent to Peace Memorial School**

The Committee was in receipt of a report dated December 24th, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

(a) That the existing "Taxi Stand" regulation on the east side of East 36th Street commencing at a point 158 feet north of Munn Street and extending 44 feet northerly be revised such that it is in effect from 7:00 a.m. to 6:00 p.m., Monday to Friday, and is only 22 feet in length; and,

(b) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of East 36th Street commencing at a point 180 feet north of Munn Street and extending 22 feet northerly; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

(j) **Crockett Street from East 39th Street to Upper Gage Avenue**

The Committee was in receipt of a report dated December 21st, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

That a "No Stopping Anytime" regulation be implemented on both sides of Crockett Street from East 39th Street to Upper Gage Avenue and on the north side of Crockett Street from East 37th Street to East 38th Street, and that the City Traffic By-law 89-72 be amended accordingly.

(k) **Elaine Court, north of Sinclair Court**

The Committee was in receipt of a report dated January 6th, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the west side of Elaine Court between Sinclair Court and the northerly end be removed, and that the City Traffic By-law 89-72 be amended accordingly.

(l) **No. 59 Keith Street**
Request to Remove a Reserved "Permit Parking" Space

The Committee was in receipt of a report dated January 6th, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

That the existing full-time reserved "Permit Parking" regulation on the north side of Keith Street, commencing at a point 164 feet east of Douglas Street and extending to a point 21 feet easterly therefrom, be removed and that the City Traffic By-law be amended accordingly.

(m) **Beach Road between Avondale Avenue and Albemarle Avenue**

The Committee was in receipt of a report dated January 8th, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Beach Road between Avondale Avenue and Albemarle Avenue; and,

(b) That a "No Stopping" regulation be implemented on the north side of Beach Road

(i) commencing at a point 61 feet east of Avondale Avenue and extending to a point 22 feet easterly therefrom; and,

(ii) commencing at a point 103 feet east of Avondale Avenue and extending to a point 58 feet easterly therefrom; and,

(c) That the existing by-law entry allowing for a "No Parking 7:00 a.m. to 4:00 p.m., Monday to Saturday" regulation on the north side of Beach Road, commencing 61 feet east of Avondale Avenue and extending 97 feet easterly therefrom be rescinded; and,

(d) That the City Traffic By-law 89-72 be amended accordingly; and,

(e) That the Commissioner of Public Works and Traffic be authorized to issue, upon request, up to a maximum of 5 parking permits to eligible abutting residents.

(n) **No. 65 Marion Avenue**
Request to Relocate a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated January 8th, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

(a) That the by-law entry allowing for a "Permit Parking" regulation on the west side of Bond Street South commencing at a point 25 feet north of Marion Avenue and extending to a point 22 feet northerly therefrom be revised such that the regulation commences at a point 48 feet north of Marion Avenue and extends to a point 22 feet northerly therefrom; and,

(b) That the by-law entry allowing for a "Permit Parking" regulation on the east side of Bond Street South commencing at a point 63 feet north of Marion Avenue and extending to a point 22 feet northerly therefrom be rescinded; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

(o) **Hess Street North, north of Barton Street West**

The Committee was in receipt of a report dated January 6th, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

That a "No Parking, 7:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of Hess Street North commencing at a point 110 feet north of Barton Street West and extending to a point 129 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(p) **Parking Regulations on Glen Echo Drive adjacent to Glen Echo School**

The Committee was in receipt of a report dated January 5th, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

That a "No Stopping, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Glen Echo Drive from Secord Drive to 208 feet north of the south leg of Loyalist Drive and from 106 feet north of the south leg of Loyalist Drive to Rainbow Drive, and that the City Traffic By-law 89-72 be amended accordingly.

(q) **Kingslea Drive adjacent to Huntington Park School**

The Committee was in receipt of a report dated December 21st, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

That a "No Stopping, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Kingslea Drive from Broker Drive to 180 feet southerly and from 267 feet south of Broker Drive to Sandalwood Drive, and that the City Traffic By-law 89-72 be amended accordingly.

ii. Intersection Control

Intersections of John Street North and Simcoe Street East and John Street North and Picton Street East

The Committee was in receipt of a report dated December 11th, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

That all-way stop control be implemented at the intersections of John Street North and Simcoe Street East and John Street North and Picton Street East, and that the City Traffic By-law 89-72 be amended accordingly.

iii. Miscellaneous

(a) **No. 18 Barons Ave.**
Request to Remove a "No Stopping, Wheelchair Loading Zone"

The Committee was in receipt of a report dated November 26th, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping, Wheelchair Loading Only, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Barons Avenue North, commencing at a point 190 feet north of Main Street East and extending to a point 18 feet northerly therefrom, be removed and that the City Traffic By-law 89-72 be amended accordingly.

(b) **Hess Street Village Pedestrian**
Mall By-law No. 80-179 – By-law Amendments

The Committee was in receipt of a report dated December 7th, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

That in accordance with a request from the Hess Village Mall Authority, the following regulatory and operational changes be made respecting the pedestrian mall on George Street between Queen Street South and Hess Street South:

(a) That delivery vehicles, no longer be restricted to specified hours of the day; and,

(b) That vehicles operated by the Hamilton-Wentworth Regional Police, the City of Hamilton, the Regional Municipality of Hamilton-Wentworth, any public utility, any ambulance company, any funeral home or mortuary, any towing agency while performing a towing service or emergency road-side repair, and any Provincial Ministry be included as an "authorized emergency vehicle" to exempt these vehicles from the provisions of the By-law 80-179; and,

(c) That the Commissioner of Public Works and Traffic be authorized to issue permits exempting permit holders from the provisions of the subject By-law; and,

(d) That a by-law to amend By-law 80-179 be passed and enacted.

(b) **West Side of Grosvenor Avenue North, north of Cannon Street East Request to Remove a Loading Zone**

The Committee was in receipt of a report dated December 17th, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking, 8:30 a.m. to 5:00 p.m., Monday to Friday" regulation on the west side of Grosvenor Avenue North commencing 51 feet north of Cannon Street East and extending to a point 58 feet northerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

(c) **No. 44 East 12th Street – Request for a Wheelchair Loading Zone**

The Committee was in receipt of a report dated December 17th, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of East 12th Street commencing at a point 179 feet north of Mountville Avenue and extending to a point 19 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(d) **West Side of Redmond Drive, north of Stone Church Road East – Driveway Clearance**

The Committee was in receipt of a report dated January 6th, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

That a full-time "No Stopping" driveway clearance be implemented on the west side of Redmond Drive, commencing at a point 240 feet north of Stone Church Road East and extending to a point 92 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

iv. City Engineer

(a) **Discharge of Outdoor Boulevard Cafe Agreement, 5 King William Street**

The Committee was in receipt of a report dated December 23rd, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

(a) That the Outdoor Boulevard Cafe Agreement for 5 King William Street, registered as Instrument No. 413656CD, be discharged; and,

(b) That the Mayor and Municipal Clerk be authorized and directed to execute the discharge documents for the Outdoor Boulevard Cafe Agreement, registered as Instrument No. 413656CD, in a form satisfactory to the Law Department.

(b) **To Incorporate Certain City Land into Various Streets by By-laws**

The Committee was in receipt of a report dated December 23rd, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into the following streets:

Jacqueline Boulevard	Block 35	Plan 62M-830
Meadowpoint Drive	Block 24	Plan 62M-853
Market Street	Part 1	Plan 62R-12288
Sinena Drive	Parts 2 and 5	Plan 62R-8055

(b) That the By-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the Corporate Counsel and be enacted by Council; and,

(c) That the Commissioner of Transportation be authorized and directed to register the By-laws.

(c) **1998 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated December 21st, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in

"Eaglewood Estates – Phase 2", Hamilton
City's share $ 43,773.00, Owner's share $ 59,674.00

"Falconstone Estates", Hamilton
City's share -NIL-, Owner's share $ 211,613.00

"Wellington Estates - Phase 1", Hamilton
City's share $26,693.65, Owner's share $ 144,628.39; and,

(b) That the Mayor and Municipal Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Eaglewood Estates – Phase 2", "Falconstone Estates", "Wellington Estates – Phase 1", Hamilton as well as and any other related documents for these Subdivisions subject to the approval of the City Solicitor; and,

(c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered; and,

(d) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered the owner should be allowed to do so at their own risk provided that the owner enters into a standard agreement with the City of Hamilton for pre-servicing.

v. Public Works

(a) **Keep Hamilton Clean Committee**
Appointment of New Members

The Committee was in receipt of a report dated December 23rd, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

(a) That the Keep Hamilton Clean Committee appoint one "alternate" member for a term of up to three (3) years, such alternate would at all times have voice but vote only when a regular member is absent; and,

(b) That the following citizens be appointed to the Keep Hamilton Clean Committee for a three (3) year term to expire December 31, 2001:

Jim Auty
Claudette Kabitsis
Joel Begin
Jim Gladyn

(c) That the following citizen be appointed to the Keep Hamilton Clean Committee for a two (2) year term to expire December 31, 2000:

Clare Greeson

(d) That the following citizen be appointed as an "alternate" member with a three (3) year term to expire on December 31, 2001.

John Nieminen

(b) **Public Works and Traffic Department –**
Streets, Fleet Services and Traffic Divisions
1999 – 2008 Provisional Capital Budget

The Committee was in receipt of a report dated January 8th, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved that the recommendations be referred to the Budget Steering Committee for review and consideration.

C. **MUNICIPAL CLERK**

Bus Shelter Installation
Upper Wentworth Street at Mohawk Road East

Report withdrawn.

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Reports

The Committee was in receipt of a report dated December 23rd, 1998 from the Acting Secretary, Transport and Environment Committee regarding the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports, previously distributed to the Transport and Environment Committee, be received.

Date	*From*	*Subject*	*Date Distributed*
1998 November 26	Secretary, Transport & Environment Committee	Noise Complaints Carrera's Restaurant No. 931 Queenston Road, Stoney Creek	1998 November 26
1998 November 30	Commissioner of Public Works and Traffic	Dalewood Avenue Parking Regulations Conclusion of Six Month Trials	
1998 November 24	Regional Clerk's Office	Renaming of Former Provincial Highways Assumed from the Province	1998 December 14
1998 November 25	Commissioner of Public Works and Traffic	Department of Public Works and Traffic Status Report as at 1998 September 30th	1998 December 17
1999 January 4	Ministry of the Environment	CleanSoils Limited Non Compliance with Certificate of Approval	1999 January 6

2. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

(a) **PUBLIC WORKS DIVISION**

(i) **Rationalization of Regional Road System**

The Committee was in receipt of a report dated January 8th, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

(a) That the City of Hamilton indicate to the Regional Municipality of Hamilton-Wentworth that it endorses the basic concept of transfer of roadways from Regional jurisdiction to City of Hamilton jurisdiction as per reports RDS97117a and RDS97117b; and,

(b) That the Regional Municipality of Hamilton-Wentworth be requested as part of the road rationalization not to transfer the roads listed on Appendix "A", attached hereto; and,

(c) That the Regional Municipality of Hamilton-Wentworth be requested as part of the road rationalization to retain Fennell Avenue from Garth Street to Upper Ottawa Street as a Regional road and transfer instead Concession Street from the Jolley Cut to Upper Ottawa Street, and that the appropriate changes in transfers be made to Upper Wellington Street, Upper Wentworth Street, Upper Gage Street and Upper Ottawa Street to ensure a continuous Regional road system; and,

(d) That the Regional Municipality of Hamilton-Wentworth be requested to identify the net capital cost and maintenance cost of roads to be transferred to the City of Hamilton which is currently being charged to the City in the form of a Regional levy; and,

(e) That the Region be requested to confirm as part of the roads Rationalization, that outstanding works will be completed by the Region, using funding as approved by the Region.

(ii) **1999 Proposed Road and Sidewalk Capital Improvement Program**

The Committee was in receipt of a report dated January 7th, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

(a) That the Commissioner of Transportation be authorized, on an interim basis, to proceed with the calling of tenders for part of the projects in relation to the 1999 Road and Sidewalk Capital Improvement Programme, attached hereto as Appendix "B" in an amount not to exceed $3,000,000, prior to the final Capital Budget approval; and,

(b) That the Commissioner of Public Works and Traffic and the Commissioner of Transportation be authorized to undertake these works on behalf of the City of Hamilton once all the necessary approvals have been received.

(iii) **User Fee for Driveway Approach Ramp Installations**

The Committee was in receipt of a report dated December 18th, 1998 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

(a) That the user fee for driveway approach ramp installations and repairs provided by the Public Works and Traffic Department be raised from the existing rate of $66 per square metre to $99.33 per square metre, effective for all estimates given from January 1, 1999; and,

(b) That the increased user fee revenues be a component in the 1999 Departmental current budget reductions, recognizing a one-year transition for project commitments previously given at the lower per square metre rate.

(iv) **Restore the Core – Downtown Hamilton Improvement Plan**

The Committee was in receipt of a report dated January 13th, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

(a) That functional drawings of the Hess and George Street improvements, a component of the "Restore the Core" Phase III - 1999 project, be approved in principle; and,

(b) That "Restore the Core" Phase III – 1999 Capital Project, in the amount of $2,150,000, including Hess and George Street Improvements, be forwarded to the Finance and Administration Committee for consideration for funding and construction in advance of the normal Capital Budget process to facilitate completion of the capital budget works in 1999 with minimal disruption to the Community.

The Committee approved that the "Restore the Core" – Downtown Hamilton Improvement Plan 2000 to 2006 Phase IV to VII 1999-2008 Provisional Capital Budget be referred to the Budget Steering Committee for review and consideration.

(v) **Proposed Roadway Alteration of Hess Street South between King and Jackson Streets and George Street from Hess Street South to approximately 65 m Easterly**

The Committee was in receipt of a report dated January 8th, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following recommendation:

(a) That the proposed alteration of Hess Street South from King to Jackson Streets to provide for a road width varying from 6.2m to 9.0m and George Street from Hess Street South to approximately 65m easterly to provide a road width of 3.3m as shown on Appendix "C", be advertised under Section 300 of the Municipal Act being Chapter M.45 of the Revised Statutes of Ontario 1990; and,

(b) That the necessary By-laws be prepared by the Commissioner of Public Works and Traffic in a form satisfactory to the City Solicitor and advertised by the Municipal Clerk.

(vi) **Vendor Program for Selected Street Locations Authority to Issue Request for Proposals**

The Committee was in receipt of a report dated January 13th, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

The Committee approved the following amended recommendation:

(a) That the Commissioner of Public Works and Traffic be authorized to finalize and issue a Request for Proposals to solicit vendor operators for approved locations based on a term of three years commencing 1999; and,

(b) That the following locations be approved for vendor operations:

One vendor at:	Southwest corner –	James Street and King Street West
	Stelco Tower (north side of King Street West)	
	City Hall forecourt	
	Court House (between Hughson St. and John St. S.)	
	Northeast corner –	King W. and Bay St. at Standard Life Building;
	Southeast corner –	Bay Street and York Street

Bay Street at Copps Coliseum	main entrance to box office; and,

(c) That a Review Committee comprised of the Commissioner of Public Works and Traffic (or designate), the Special Events Liaison Officer and Purchasing Division representative be authorized to receive and review submissions using evaluation criteria attached to this report and dated November 1998 and recommend vendor operators for consideration by the T&E Committee, exclusive of the HECFI/Copps Coliseum locations; and,

(d) That the General Manager, Finance, be requested to ensure that appropriate accounting procedures are in place for the program; and,

(e) A draft agreement be prepared in a form satisfactory to the City/Regional Solicitor for recommendation by the Review Committee.

(b) **TRAFFIC DIVISION**

(i) **Intersection of Munn Street and East 33rd Street**

The Committee was in receipt of a report dated January 5th, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

At the request of Alderman T. Jackson, the Committee agreed that this item be tabled in order to allow the opportunity for public input.

(ii) **Intersection of Mount Pleasant Drive and Templemead Drive**

The Committee was in receipt of a report dated January 5th, 1999 from the Commissioner of Public Works and Traffic regarding the subject matter.

At the request of Alderman T. Jackson, the Committee agreed that this item be tabled in order to allow the opportunity for public input.

3. **OTHER BUSINESS**

(a) **Correspondence**
Region of Hamilton-Wentworth
Letter of Agreement for Compliance Programme – Taro Aggregates Ltd.

The Committee was in receipt of a correspondence dated December 7th, 1999 from the Regional Clerk's Office regarding the subject matter.

The Committee received the correspondence.

(b) **Correspondence – City Council**
Placement of Utility Wires and Cables Underground

The Committee was in receipt of a report dated December 10th, 1998 from the Municipal Clerk regarding the subject matter.

The Committee agreed to table the correspondence to the next meeting in order to allow Alderman G. Copps the opportunity to address this issue.

(c) **Snow Removal – January 1999**

(a) That the Commissioner of Public Works and Traffic be authorized to continue doing whatever is necessary, within existing policy, for snow removal in the City of Hamilton; and,

(b) That the Commissioner of Public Works and Traffic and the General Manager, Finance, be requested to report back to the Transport and Environment Committee on the potential methods of financing any resulting deficit; and,

(c) That staff be directed to arrange a meeting with Alderman C. Collins, Chairman of the Transport and Environment Committee, and Aldermen B. Morelli and T. Jackson, as representatives on the Seniors' Council, and the Commissioner of Public Works and Traffic and the General Manager of Human Support Services, to address the concerns of seniors during periods of inclement weather.

(d) **Proposed Steel Transfer Facility – Aberdeen Yard**

Alderman M. Kiss expressed concern with respect to plans for a steel transfer facility proposed at the Aberdeen Yard. The facility is approximately 250,000 square feet, with approximately 80 to 100 trucks per day on a 24-hour operation.

Staff were requested to bring a report back on issues including traffic flow and safety, mitigating measures i.e., redesign of the entrance from Hwy. 403 at Longwood Road, noise impacts. Also, have a cursory look at the more global issue – i.e., truck traffic.

4. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

ALDERMAN C. COLLINS, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Carolyn Biggs
Acting Secretary

January 18th, 1999

/mjw

Appendix "A" as referred to in Section 28 of the FIRST Report of the Transport and Environment Committee for 1999

Roads Proposed for Transfer from the Region to the City of Hamilton which the City requests not be transferred.

Street	From	To
Crockett	Sherman Cut	Upper Sherman
Dundurn	York	Aberdeen
Fennell *	Garth	Upper Ottawa
Grays	South Service Road	South City Limits
Ottawa	Industrial	Main
Sherman Cut	Sherman Access	Crockett
Sherman Access	Charlton	Kenilworth
Upper Sherman	Crockett	Rymal
Upper Wellington	Concession	Rymal
West 5th	Claremont Access	Fennell

* Note: Fennell, Garth to Upper Ottawa is to be substituted for Concession, Upper Wellington to Upper Ottawa as per recommendation (c) of this report. To effect this change Upper Wentworth, Concession to Fennell and Upper Gage, Concession to Fennell will be transferred to the City.

Roads Which will have to be Transferred from the Region to the City of Hamilton to Allow for the Change from Concession to Fennell as a Regional road:

Street	From	To
Concession	Upper Wellington	Upper Ottawa
Upper Wentworth	Concession	Fennell
Upper Gage	Concession	Fennell

Schedule 'A'

CITY OF HAMILTON
1999 ROAD AND SIDEWALK IMPROVEMENT PROGRAMME

A. Roads and Abutting Sidewalks

STREET	FROM	TO	COMMENTS	ESTIMATE
Adeline Avenue	Main	Britannia	-road reconstruction-sidewalk reconstruction-bothsides -in conjunction with Regional sewer work	$494,000
Beechwood Avenue	Sherman	Lottridge	-road reconstruction-sidewalk reconstruction-bothsides-in conjunction with Regional sewer and watermain work	$411,000
Delevan Crescent	Seven Oaks	Seven Oaks	-road reconstruction-sidewalk reconstruction-bothsides -in conjunction with Regional watermain work	$226,000
Duncombe Avenue	Seven Oaks	Holt	-road reconstruction-sidewalk reconstruction-bothsides -in conjunction with Regional sewer and watermain work	$336,000
*Dundurn Street	Aberdeen	South end	-road reconstruction-sidewalk reconstruction-bothsides -in conjunction with Regional sewer and watermain work	$682,000
*East 44th Street	Fennell	Mohawk	-road reconstruction-sidewalk reconstruction-bothsides -in conjunction with Regional sewer and watermain work	$867,000
Edith Avenue	Broker	Nova	-road reconstruction-sidewalk reconstruction-bothsides -in conjunction with Regional sewer and watermain work	$478,000
Elcho Street	Wycliffe	Inverness	-road reconstruction-sidewalk reconstruction-bothsides -in conjunction with Regional sewer and watermain work	$ 88,000
Ferndale Avenue	Dunkirk	Dundonald	-road reconstruction-sidewalk reconstruction-bothsides	$320,000

Appendix "B" as referred to in Section 29 of the FIRST Report of the Transport and Environment Committee for 1999

A. **Roads and Abutting Sidewalks - continued**

STREET	FROM	TO	COMMENTS	ESTIMATE
Knyvet Avenue	Highcliffe	Inverness	-road reconstruction-sidewalkreconstruction -both sides-in conjunction with Regional sewer and watermain work	$253,000
		TOTAL A		**$4,155,000**

B. **Sidewalks Only**

STREET	FROM	TO	COMMENTS	ESTIMATE
Concession Street	Upper Sherman	Upper Gage	-sidewalk reconstruction-bothsides –in conjunction with Regional sewer and watermain work	$168,000
Upper Wellington Street	Concession	Brucedale	-sidewalk reconstruction	$255,000
Armstrong Avenue	Glengrove	Hayes	-sidewalk reconstruction	$119,000
Fennell Avenue	West 5th	Garth	-sidewalk reconstruction	$161,000
Hayes Avenue	Bingham	Armstrong	-sidewalk reconstruction	$ 49,000
London Street	King	Lawrence	-sidewalk reconstruction	$ 61,000
		TOTAL B		**$813,000**

C. **Miscellaneous**

DESCRIPTION	ESTIMATE
Catch basin and drain connections in conjunction with Regional sewer projects	$ 10,000
Pavement Management System - annual update	$ 40,000
Streetlighting - various locations	$ 300,000
*Hot-in-place asphalt recycling - various locations	$1,374,000
Tree planting in conjunction with reconstruction projects	$ 68,000
TOTAL C	**$1,792,000**
GRAND TOTAL	**$6,760,000**

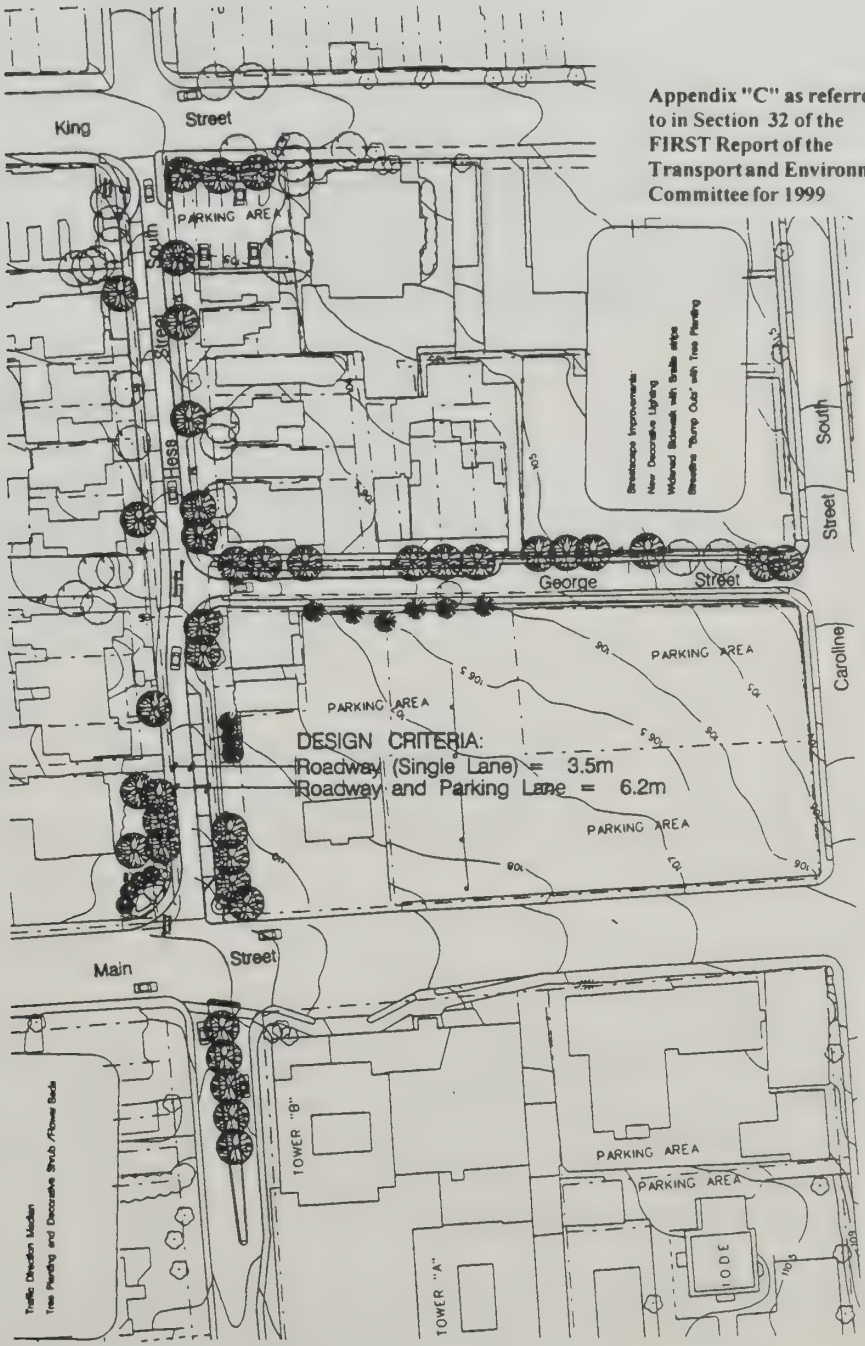
D. Supplementary List - Streets may be done in the order listed if residual funds are available

STREET	FROM	TO	COMMENTS	ESTIMATE
West 1st Street	Fennell	Richwill	-road reconstruction-sidewalkreconstruction -both sides-in conjunction with Regional sewer and watermain work	$673,000
Stewartdale	Greenhill	Montrose	-road reconstruction-sidewalk reconstruction-bothsides -in conjunction with Regional watermain work	$467,000
Gledhill Crescent	Galt	Brigadoon	-sidewalk reconstruction-bothsides	$153,000
Hester Street	Upper James	Upper Wellington	-road reconstruction-sidewalk reconstruction-bothsides -in conjunction with Regional watermain work	$569,000
East 33rd Street	Fennell	Brucedale	-road reconstruction-sidewalk reconstruction-bothsides	$176,000
		TOTAL D		**$2,038,000**

* Projects proposed to be tendered early in 1999 totalling $3,000,000

99 01 21

Appendix "C" as referred to in Section 32 of the FIRST Report of the Transport and Environment Committee for 1999



City of HAMILTON

Project: Hess and George Street Streetscape Development

Title: Site Plan

Date: Jan./99

Scale: 1:1250

B(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 January 18
File No. TEC-035-99 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 67 Francis Street – Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the south side of Francis Street commencing at a point 115 feet west of Cheever Street and extending to a point 21 feet westerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing the subject signs.

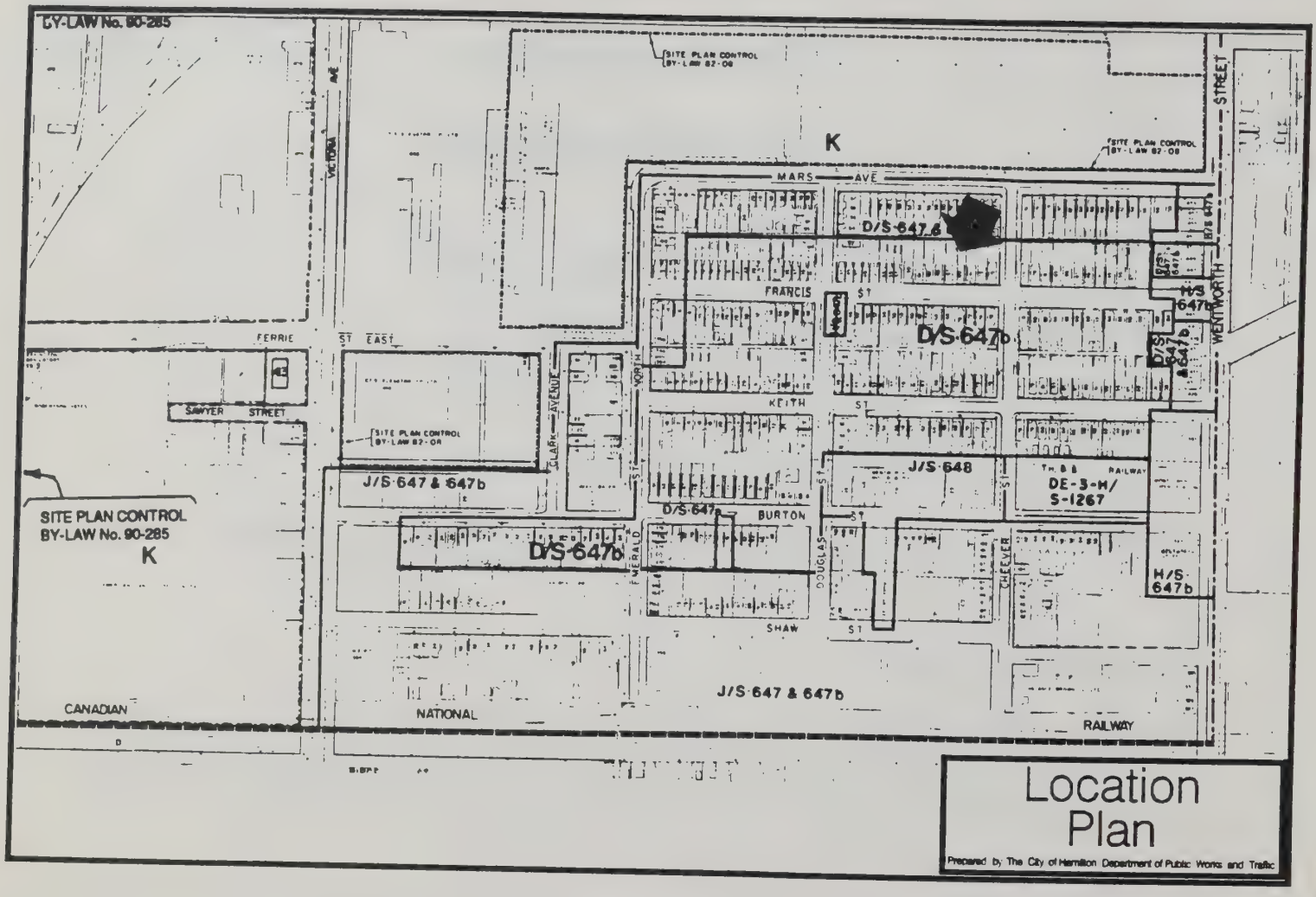
BACKGROUND:

The City Council at its meeting held 1994 September 27, approved a request from Mr. Thomas Raczynski, 67 Francis Street, that a reserved "Permit Parking" space be designated in front of and across from his home since he is disabled. Staff recently received a request from Mr. Bill Gosse, 68 Francis Street, the resident whose property abuts the space on the south side of the street, that the designated space be removed from in front of his home as he is having difficulty finding parking on the street.

Staff has contacted Mr. Raczynski and has been advised that he has no objections to the removal of the "Permit Parking" space on the south side but still requires the space on the north side in front of his residence.

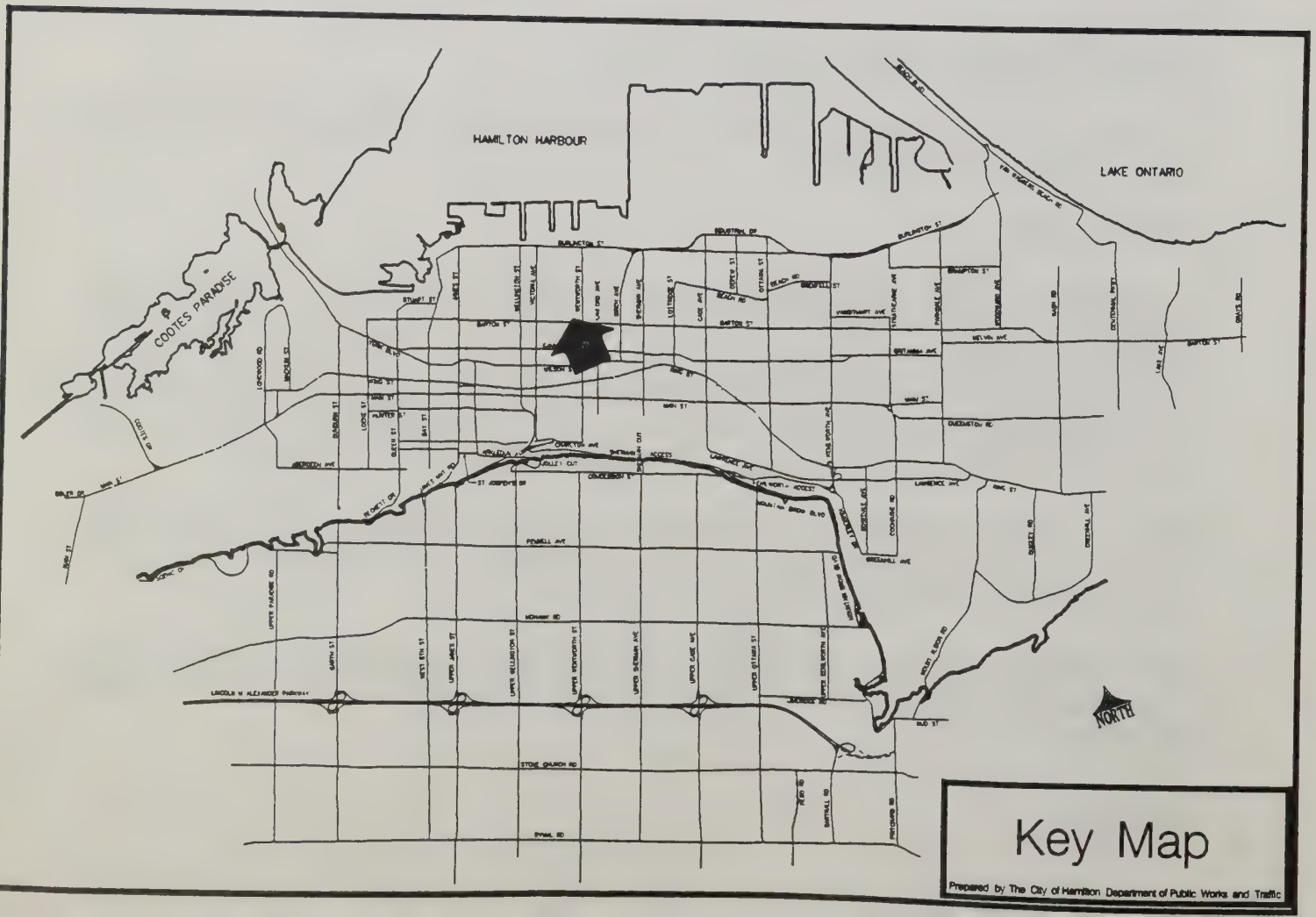
The removal of the subject regulation will restore one unrestricted parking space to the south side of the street which will be controlled by the existing "Alternate Side Parking" regulation.

CVB/MBH/klk



Location Plan

Prepared by The City of Hamilton Department of Public Works and Traffic



Key Map

Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 January 21
File No. TEC-039-99 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 334 Emerald Street North – Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Emerald Street North commencing at a point 63 feet south of Birge Street and extending to a point 17 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Bruce Carson, 334 Emerald Street North.

D Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

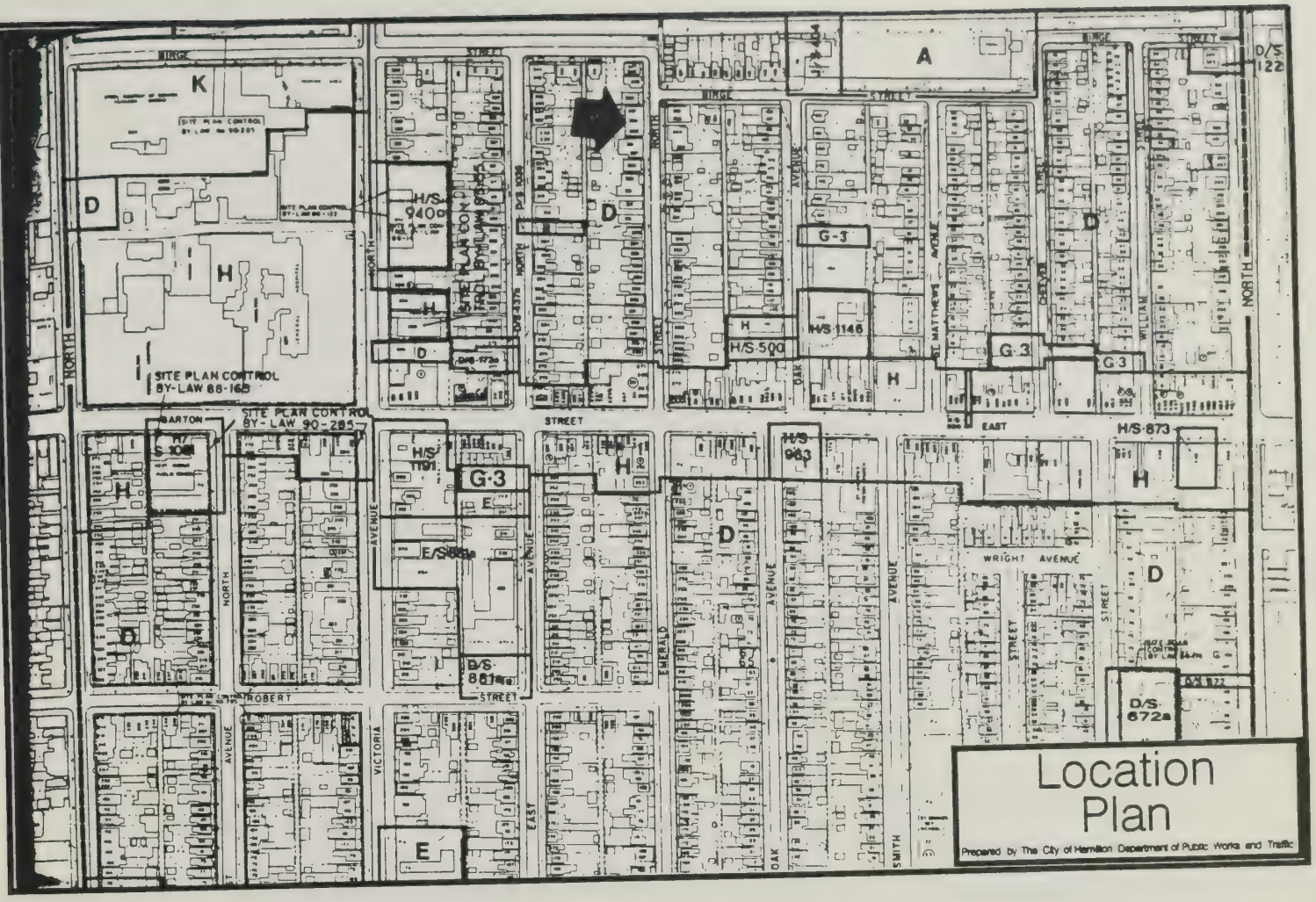
BACKGROUND:

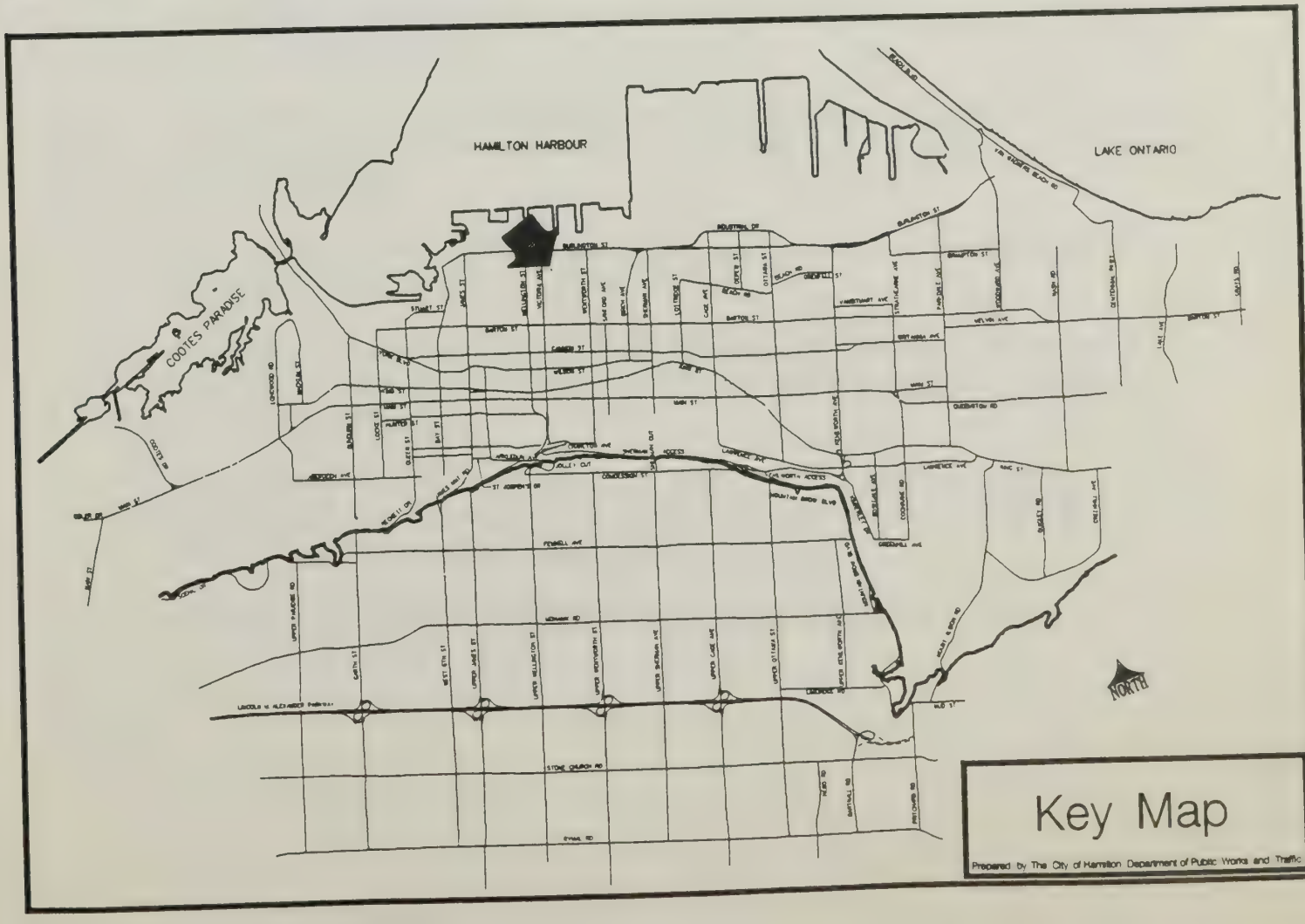
Alderman Dennis Haining has advised of a request from Mr. Bruce Carson, 334 Emerald Street North, that a reserved "Permit Parking" space be designated on the east side of Emerald directly in front of his home since he is disabled.

Emerald has a 22-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. However, Mr. Carson has advised that he requires the space on his side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on his side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

Staff has confirmed that Mr. Carson meets the City Council's policy respecting reserved "Permit Parking" spaces and therefore, staff concurs with the request.

CVB/MBH/kag


SITE PLAN CONTROL BY-LAW 88-165
SITE PLAN CONTROL BY-LAW 90-285
H/S-940a
H/S-1146
H/S-500
H/S-873
H/S-1081
H/S-1191
H/S-983
E/S-886a
D/S-881a
D/S-672a
BARTON STREET
WRIGHT AVENUE
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 January 21
File No. TEC-140-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Redfern Avenue, Jewel Street and Gem Court
- Parking Regulations

RECOMMENDATION:

a) That a full-time "No Parking" regulation be implemented on the south side of Redfern Avenue from Sanatorium Road to Chedmac Drive;

b) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of Redfern Avenue from Sanatorium Road to Chedmac Drive;

c) That a full-time "No Stopping" regulation be implemented on both sides of Redfern Avenue commencing at Sanatorium Road and extending to a point 100 feet westerly therefrom;

d) That a full-time "No Parking" regulation be implemented on the east side of Jewel Street from Redfern Avenue to Gem Court;

e) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of Jewel Street from Redfern Avenue to Hepburn Crescent;

f) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Gem Court from Jewel Street to the easterly end and including the bulb; and,

g) That the City of Hamilton Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

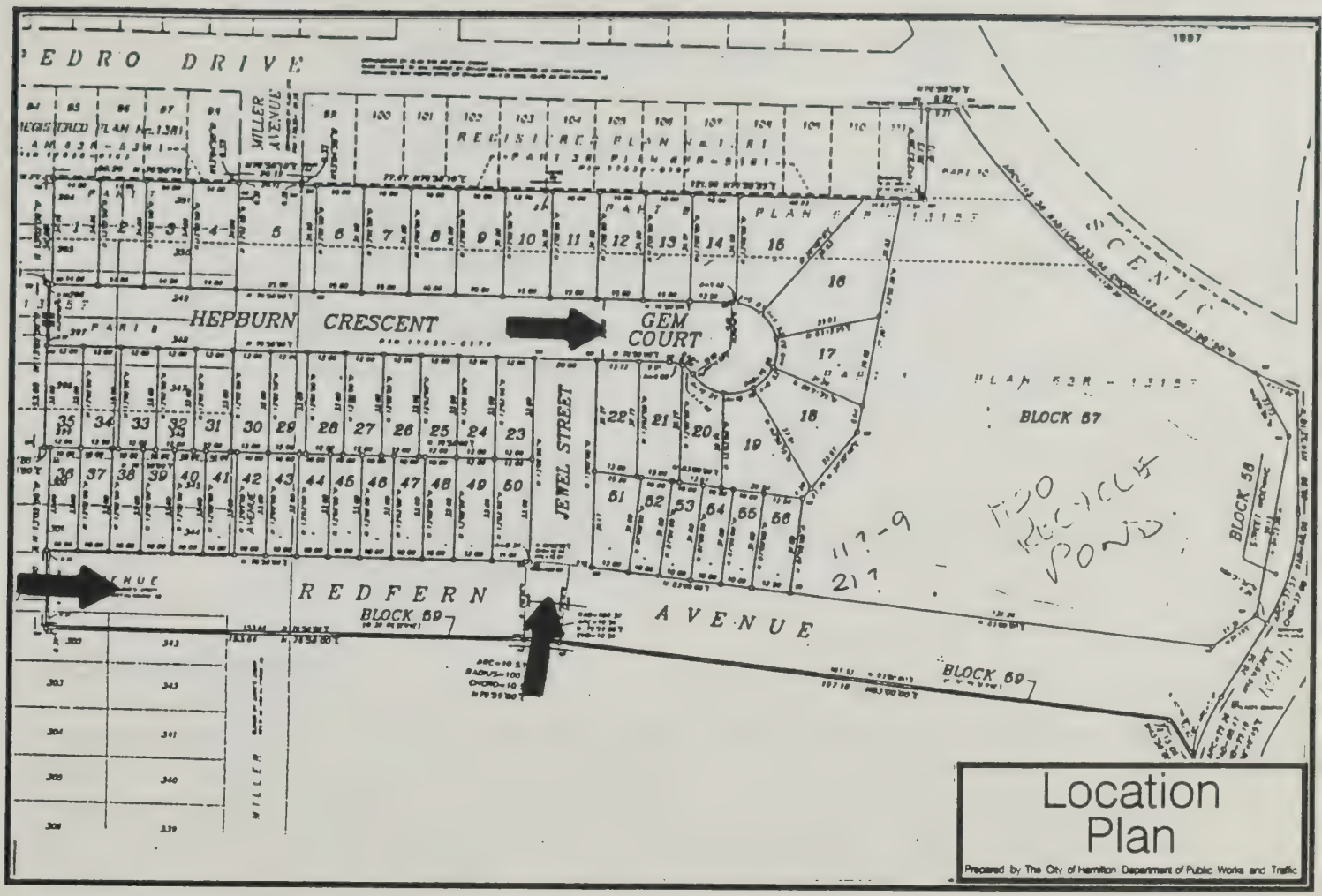
BACKGROUND:

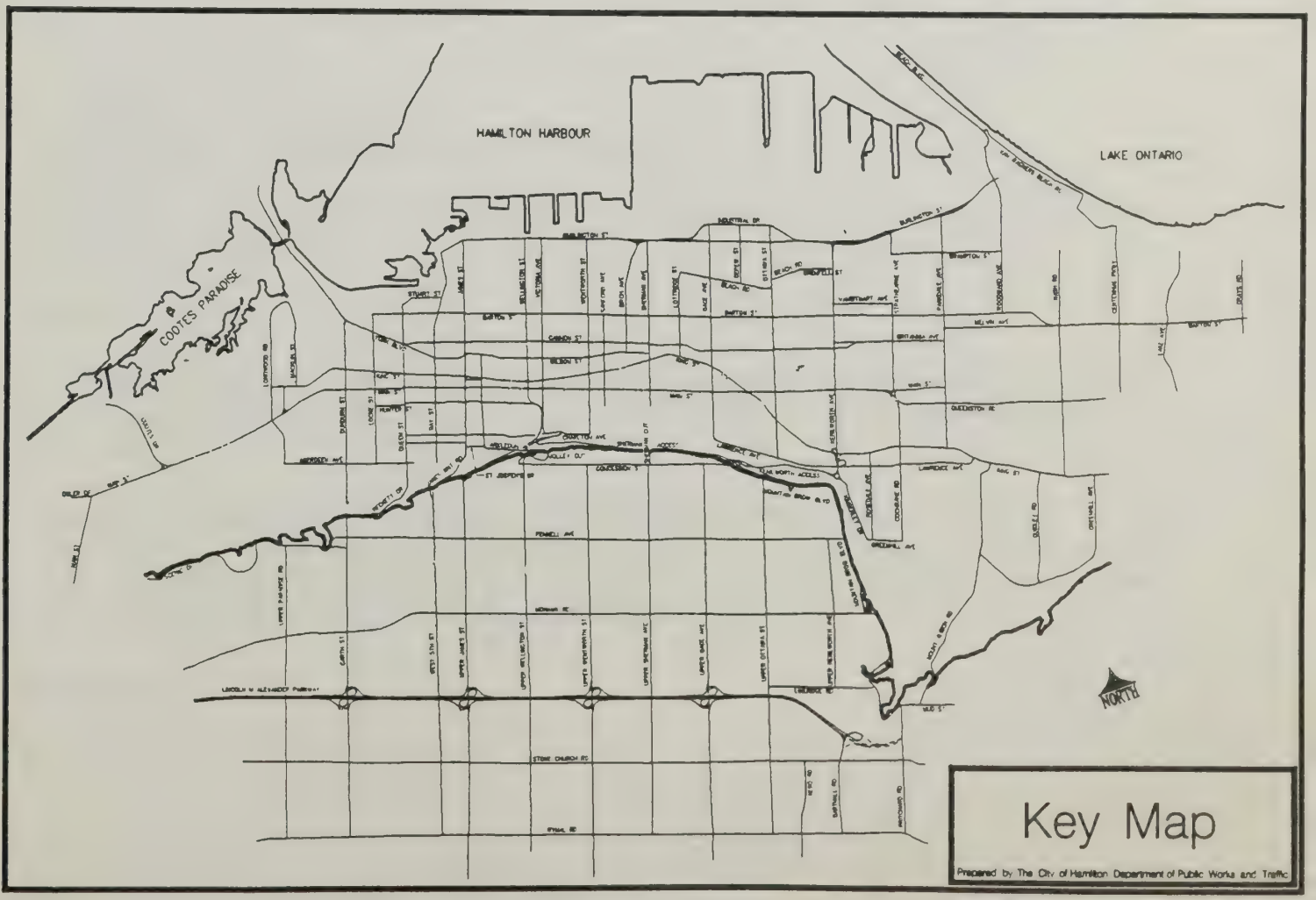
Staff has received a petition signed by 18 of the 20 abutting residents on Redfern Avenue, Jewel Street and Gem Court, requesting the implementation of a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on each of these streets. The subject sub-division is still under construction and there will eventually be 33 homes built. Nevertheless, the 18 residents in favour of the requested regulations represents 90 per cent of the current residents and 54 per cent of the anticipated total number of residents, which constitutes a clear majority in either case. The petition has also been signed by representatives of both developers who are building the sub-division, and each representative has supported the requested regulations.

The request for the time limit restrictions arises out of concerns respecting long-term non-resident parking by persons attending Chedoke-MacMaster Hospital. An investigation into the matter has revealed significant levels of parking congestion as a result of non-resident parking and several instances of non-compliance with a number of general provision parking regulations under the Traffic By-law. Pursuant to the investigation staff implemented a temporary "No Parking" regulation on the south side of Redfern from Sanatorium to Chedmac for reasons of traffic safety and recommends that the said regulation be confirmed, by by-law, as a permanent full-time prohibition. Further, to fully address the issues of congestion and non-compliance staff also recommends the implementation of a full-time "No Parking" regulation on the east side of Jewel from Redfern to Gem and a full-time "No Stopping" regulation on both sides of Redfern commencing at Sanatorium and extending to a point 100 feet westerly therefrom.

The implementation of these regulations will deter long-term non-resident parking and promote the safe movement of traffic through the sub-division.

CVB/MBH


PEDRO DRIVE
MILLER AVENUE
HEPBURN CRESCENT
GEM COURT
JEWEL STREET
SCENIC
BLOCK 67
BLOCK 58
REDFERN AVENUE
BLOCK 59
BLOCK 60
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 January 6
File No. TEC-023-99 / Author: B. Malone

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: **Supply and Delivery of Traffic Paint during 1999, Public Works and Traffic Department**

RECOMMENDATION:

That a purchase order be issued to IBIS Products Limited, Scarborough, Ontario, for the supply and delivery of traffic paint as and when required during 1999 by the Public Works and Traffic Department, being the only bid received and being in accordance with the specifications issued by the Purchasing Division's tender, and that the estimated expenditure of $225,000 be financed through the Pavement Markings Account No. CH-56153-75999.

Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to permit the purchase of materials as recommended have been budgeted for 1999.

BACKGROUND:

This tender was advertised and ten vendors were notified of the tender call. Two picked up tender documents. Only one vendor submitted a bid. The attachment details pricing received.

The recommended and only bidder, IBIS Products Limited, has submitted a bid that reflects a 2.3 percent increase in price over the 1998 prices. It does not appear that the lack of competition on the tender has significantly impacted prices received. IBIS was the supplier of traffic paint in 1998 and performed satisfactorily.

BJM/kag

Ref: C18-1198

Closes: Friday, December 18, 1998

THE CORPORATION OF THE CITY OF HAMILTON

FORM OF TENDER

SUPPLY AND DELIVERY OF TRAFFIC PAINT AS AND WHEN REQUIRED DURING 1999

J. J. Schatz
City Clerk
City Hall, Hamilton

Dear Sir:

We, the undersigned, herewith agree to supply and deliver Traffic Paint as and when required during 1998 in accordance with specifications issued by the Purchasing Division, November 23, 1998 at the following prices.

We acknowledge that we have received addenda numbered IB1 to IB5 inclusive, and the prices quoted include the provisions set out in such addenda. (Bids will be rejected if addenda, if any, are not acknowledged and provided for in the prices submitted)

PRICE PER LITRE EXCLUDING ALL TAXES

TRAFFIC PART NUMBER	COLOUR	SIZE LITRES	APPLIC. TEMP.	APPROX. QTY. (LITRES)	SOLVENT BASED PAINT ($/L)	WATER-BORNE PAINT ($/L)	VENDOR PART #
4215	WHITE	1230L	HOT	20,000	$1.76	N/A	40-4600
4227	YELLOW	1230L	HOT	50,000	$1.76	N/A	40-4761
4209	WHITE	20	COLD	15,000	$1.84	$2.33	40-4600
4220	YELLOW	20	COLD	1,000	$1.84	$2.33	40-4761
4196	BLACK	20	COLD	480L	$1.92	$2.45	40-4522
96721	THINNER (TOLUOL/ EQUAL)	205	N/A	8,200	$0.92	N/A	49-9240
4223	YELLOW ALKYD PAINT (WB52426)			200L	NO BID	NO BID	
4211	WHITE LATEX PAINT (WK105579/13)			200L	NO BID	NO BID	

B(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 January 13
File No. TEC-031-99 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: 116 East 23rd Street - Request to amend an existing Wheelchair Loading Zone regulation

RECOMMENDATION:

That the existing "No Stopping, Wheelchair Loading Zone, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the west side of East 23rd Street, commencing at a point 162 feet north of Queensdale Avenue East and extending to a point 19 feet northerly therefrom, be revised such that the regulation is in effect 24 hours a day, seven days a week, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

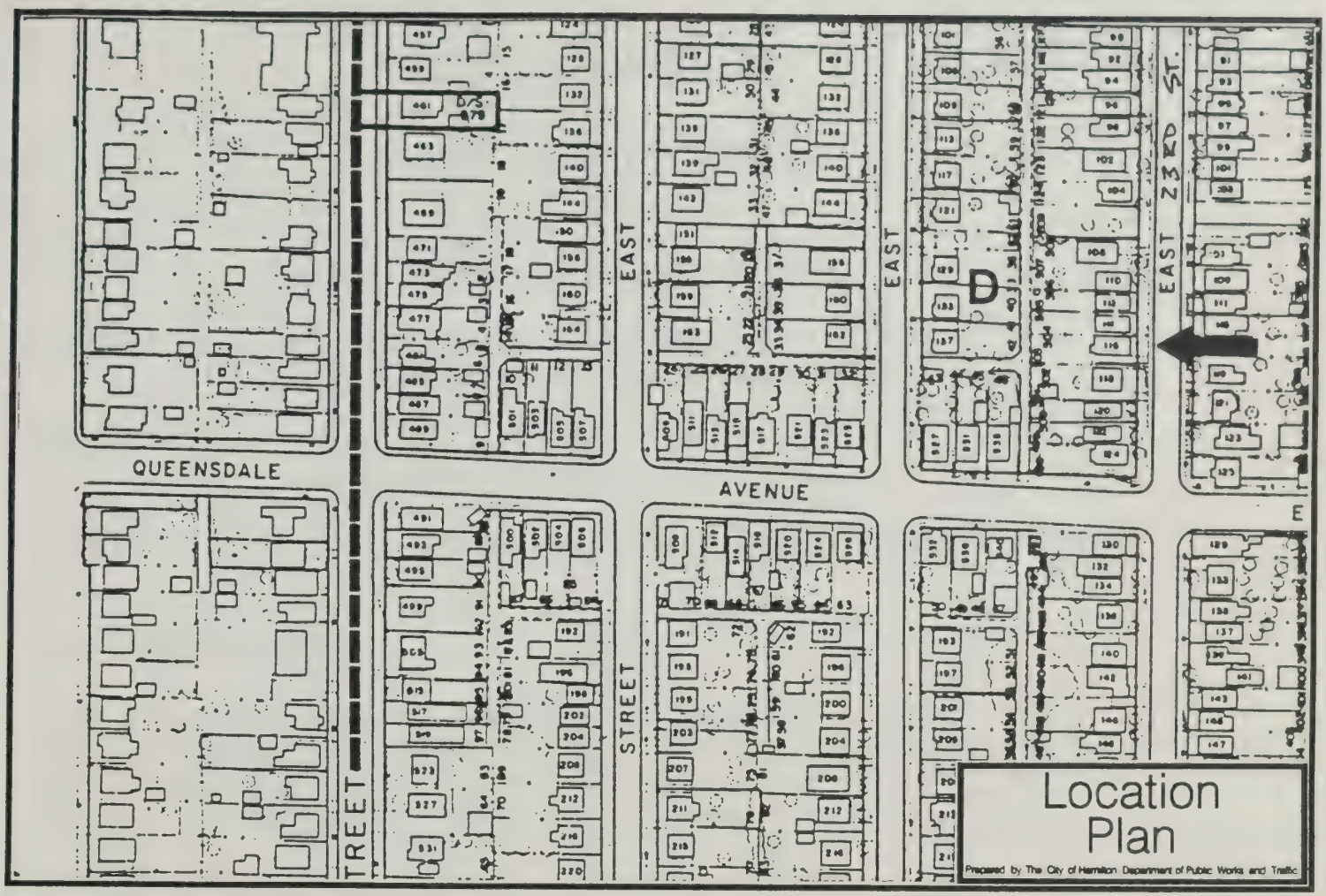
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of revising the subject signs.

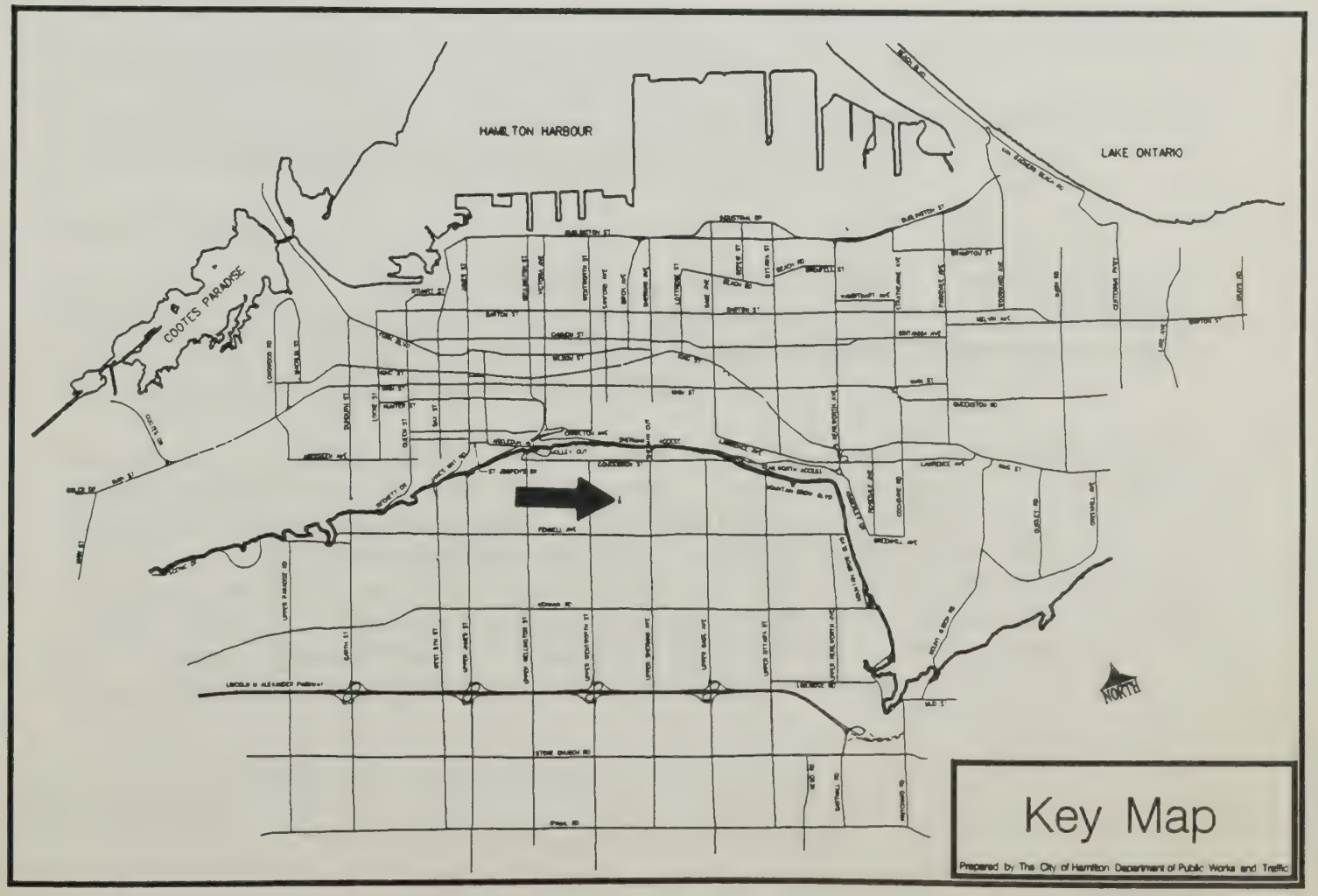
BACKGROUND:

Alderman Terry Anderson has advised of a request from Mr. Eugene Garreau, 116 East 23rd Street, that the existing "Wheelchair Loading Zone, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation, in front of his home, be revised such that it is in effect 24 hours a day, seven days a week. Mr. Garreau, who resides with his mother as her primary care giver, advises that due to Mrs. Garreau's failing health, it is necessary to maintain clear curb-side access to facilitate both DARTS and Ambulance services on a full-time basis.

East 23rd has a 30 foot pavement width and, at present, there is unrestricted parking on both sides of the street in this area, excepting the subject regulation. Extending the effective hours of the subject regulation will result in the said curb space no longer being available for parking after 4:00 p.m. on weekdays and at all times on weekends. However, since parking is permitted on both sides of the street for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH


QUEENSDALE
AVENUE
EAST
EAST
EAST 23RD ST.
TREET
STREET
D
E
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 January 18
File No. TEC-034-99 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 54 Kinrade Avenue – Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 9:00 a.m. to 5:00 p.m., Seven Days a Week" regulation be implemented on the east side of Kinrade Avenue commencing at a point 517 feet south of Barton Street East and extending to a point 30 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

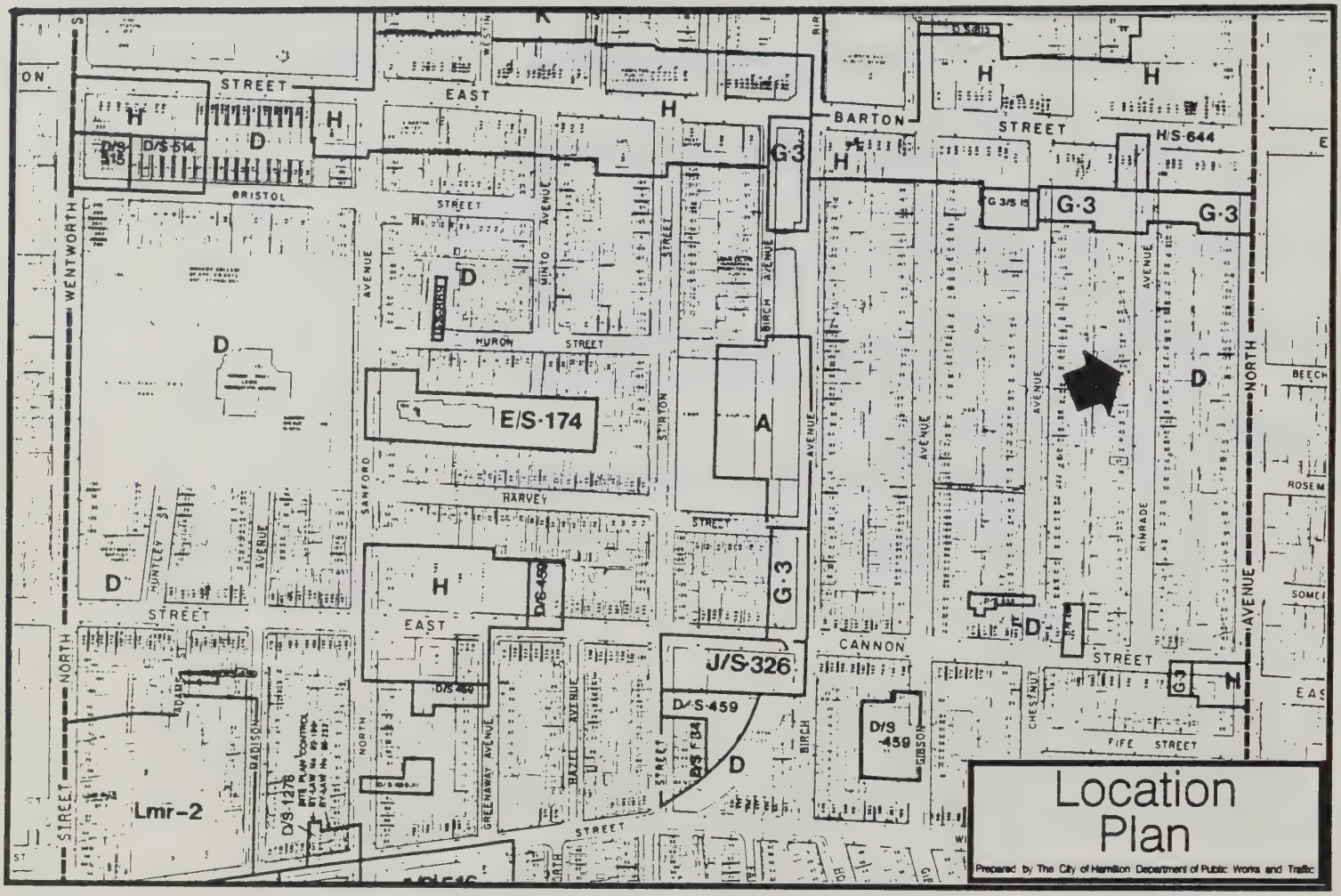
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

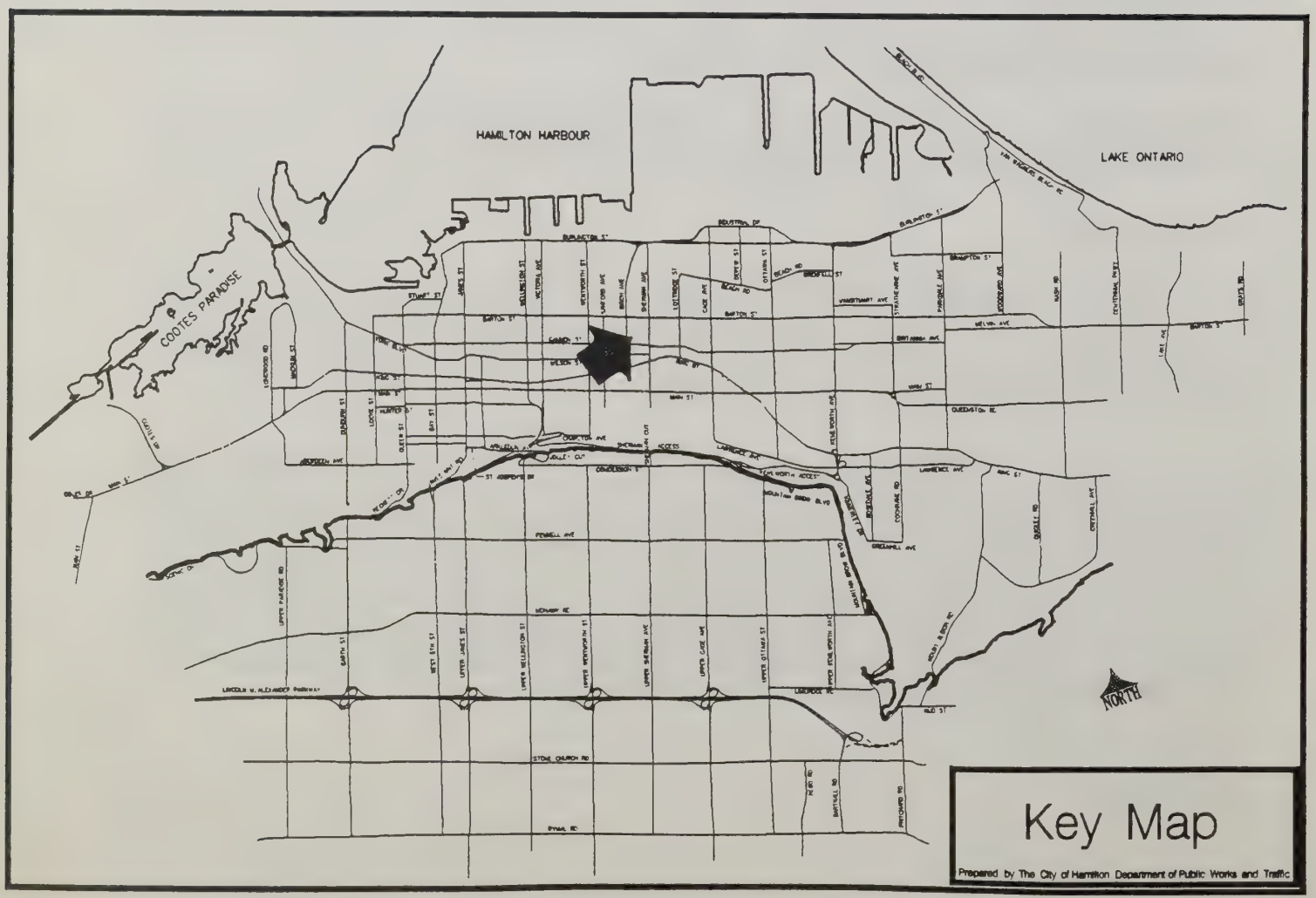
BACKGROUND:

Staff has received a request from Shirley Poore that a "Wheelchair Loading Zone, 9:00 a.m. to 5:00 p.m., Seven Days a Week" regulation be implemented on the east side of Kinrade, directly in front of her mother's home at No. 54 Kinrade Avenue, since she is disabled and requires the use of DARTS vehicles.

Kinrade has a 26 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The implementation of the requested regulation would result in the loss of one on-street parking space directly in front of No. 54 Kinrade Avenue during the day, from the 1st to the 15th day of each month, April to November, and each day from December to March, under the existing "Alternate Side Parking" regulation. However, since parking is permitted under the existing "Alternate Side Parking" regulation for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/klk


EAST
STREET
BARTON
STREET
H/S-644
BRISTOL
STREET
WENTWORTH
AVENUE
MINTO
AVENUE
BIRCH AVENUE
MURON
STREET
E/S-174
SANFORD
AVENUE
STRATHCONA
AVENUE
HARVEY
STREET
KINRADE
AVENUE
NORTH
AVENUE
HUNTLEY
AVENUE
D/S-459
J/S-326
CANNON
STREET
CHESTNUT
GIBSON
FIFE
STREET
MADISON
AVENUE
GREENAWAY AVENUE
BAZET
AVENUE
Lmr-2
D/S-1278
Location
Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(ii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 January 26
File No. TEC-044-99 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: 1167827 Ontario Limited, 630-636 Main Street East - Commercial Boulevard Parking Agreement

RECOMMENDATION:

That the application of Mr. Darko Vranich, president of 1167827 Ontario Limited, respecting 630-636 Main Street East, to execute a commercial boulevard parking agreement at the said address be approved, provided that:

i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 26 (current annual rate is $64.61 per space for the first two spaces and $32.31 per space for any additional spaces, per year) plus taxes, if any, in addition to the $10:00 encrochment insurance charge approved by the City Council on 1984 February 14; and,

ii) the owner pays a one-time $50.00 registration fee, as approved by the City Council on 1986 January 14; and,

iii) the owner pays a one-time $227.32 processing fee (including G.S.T.), as approved by the City Council on 1988 January 12; and,

iv) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes; and,

v) the driveway approach, parking area and other structures, as approved by the Commissioiner of Public works and Traffic, be constructed and maintained at the owners expense; and,

vii) the owner executes an agreement satisfactory to the Regional/City Solicitor, to indemnify and save the City harmless from actions, causes of action, interest, claims, demands, costs, damages and loss.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenues from the leasing of this City boulevard will be $171.53 per year

BACKGROUND:

Darko Vranich, president of 1167827 Ontario Limited, which owns the property at 630-636 Main Street East, has applied for approval to execute a boulevard parking agreement to allow three vehicles to be parked on the west boulevard of Burris Street, abutting the subject property.

The application has been reviewed by the Department of Public Works and Traffic, and it has been determined that three boulevard parking spaces in this area would be satisfactory provided certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement, which is satisfactory to the Traffic Division, as well as a cheque in the amount of $460.15 which represents the first annual leasing fee ($172.83 including G.S.T.) and encroachment insurance ($10:00), as well as the one-time registration fee ($50.00) and processing fee ($227.32 including G.S.T.)

CVB/MBH

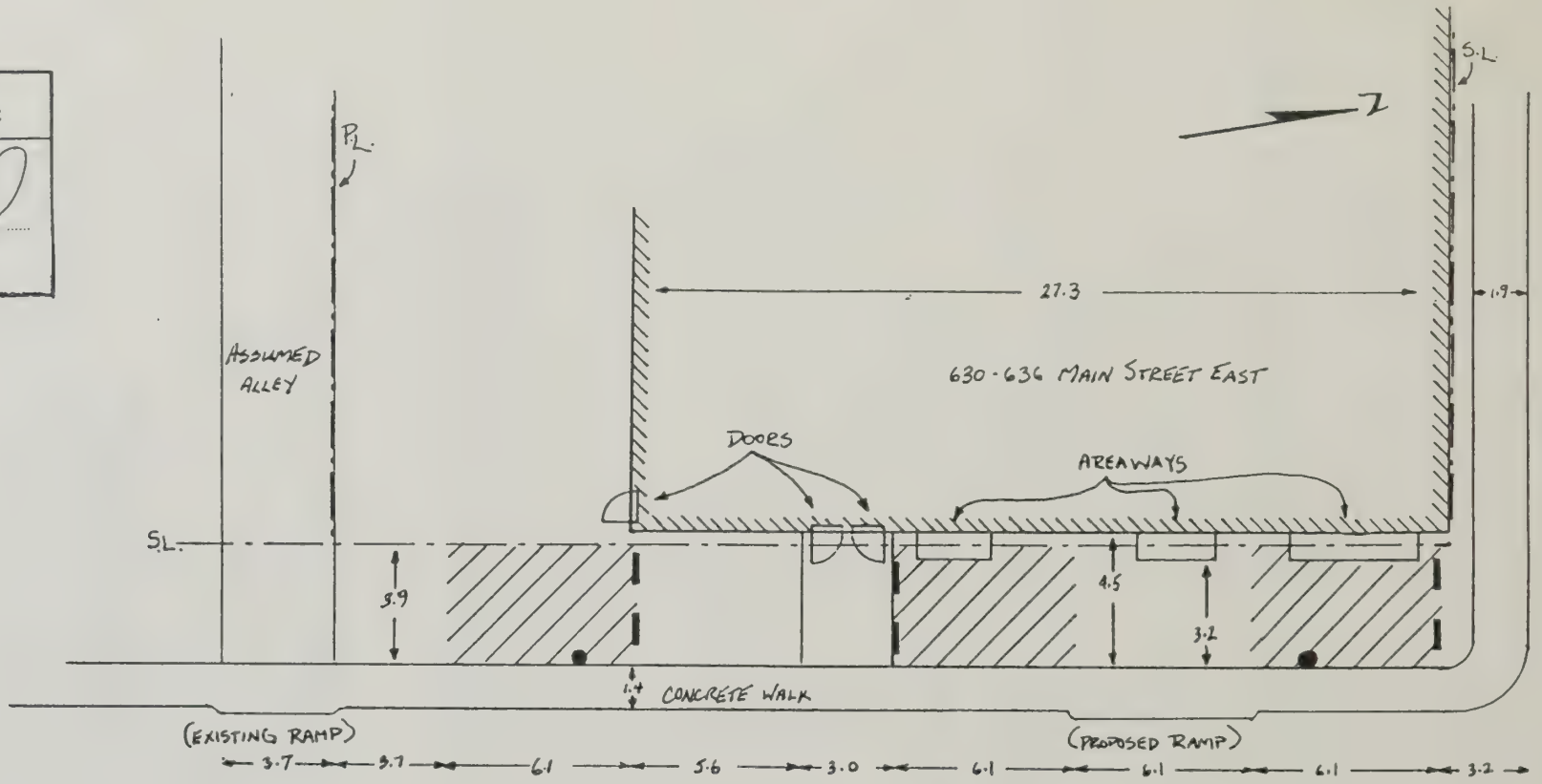
CITY OF HAMILTON
DEPARTMENT OF TRAFFIC

APPROVED

DIRECTOR OF TRAFFIC SERVICES

DATE 98/08/27

SCHEDULE "B"



PRECAST CONCRETE CURBS [✓] REQUIRED [ ] NOT REQUIRED

AREA DESIGNATED FOR PARKING OR LOADING
(Must be hard - surfaced)

NOTE:

1. Precast concrete curbs are to be secured by steel pegs.
2. It is the responsibility of the property owner to contact "B.U.D.", (Before yoU Dig), at (905) 527-7977, for the location of underground services, before any excavation or the installation of any item, including concrete curbs and steel pegs, within the road allowance.

SCALE: 1: 200 *(Dimensions in Metres)*

NOT A PLAN OF SURVEY

B(ii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 December 9
File No.: T104-98 /Author: M.Trink

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: 1999 - 2008 Provisional Capital Budget (R-99-01)

RECOMMENDATION:

That the attached Roads Division Capital Projects be considered for inclusion in the ten year 1999 - 2008 Provisional Capital Budget and forwarded to the Capital Budget Steering Committee.

D. Lobo
Commissioner
Public Works and Traffic

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

To be reviewed by the Capital Budget Steering Committee.

BACKGROUND:

Departmental Overview

The attached Capital Budget Submission Forms are based on the guidelines developed and approved by City Council over the past five years.

Cont'd ..

BACKGROUND: (Cont'd)

	Gross	Subsidy	Net
1999 - 2008 Proposed Capital Budget (1999 - 2008 costs)	$10,798	$0	$10,798
1998 - 2007 Proposed Capital Budget (1998 - 2007 costs)	$10,738	$0	$10,738
Difference	$0.060 M	$0.000 M	$0.060 M

NET CAPITAL BUDGET BY YEAR

	Net Costs (000's)		
Over/(Under)	*Past 1998-2007 Capital Budget*	*Proposed 1999-2008 Capital Budget*	***Difference***
1998	1,300		(-1,300)
1999	1,301	1,361	60
2000	962	1,262	300
2001	1,013	1,013	0
2002	1,014	1,014	0
2003	1,015	1,015	0
2004	1,066	1,066	0
2005	1,067	1,067	0
2006	1,000	1,000	0
2007	1,000	1,000	0
2008		1,000	1,000
TOTAL	$10,738	$10,798	$60

The gross cost of capital projects recommended by the Roads Division amounts to $10.798 M in comparison to $10.738 M as outlined in the ten year approved 1998-2007 Capital Budget. This represents an overall expenditure increase of $0.060 M.

The 2000 - 2008 "City's Share of Services" (Through Un-subdivided Lands) has increased from the 1999 - 2007 budget years. The amounts contained in the years 2001 and 2004 are each $0.05M greater than the previous capital budget, and the resultant increase in the City's share of services of $0.100 M would be covered utilizing development reserve funding.

Cont'd ...

BACKGROUND: (Cont'd)

The proposed City Capital Project for the reconstruction of Hwy 20 contained in the 1998-2007 Capital Program has been eliminated, pending the proposed transfer of Centennial Parkway to the Region. Consequently, the study and design for the pedestrian underpass at the intersection of Centennial Parkway and the CNR tracks is no longer required and has resulted in a $40,000 decrease in the 1999 - 2008 Capital Program.

The completion of the 1998 railway crossing - hi-rail installation project has resulted in seven years left to complete a plan for upgrading various railway crossings on City roads. This results in a $60,000 decrease in the 1999 - 2008 Capital Program, and the annual hi-rail projects program will reach completion in 2005.

An increase in the proposed 1999-2008 program has resulted from the addition of a new project, the Davis Creek Erosion Management Study, in 1999. The Davis Creek is a major tributary of the Red Hill Creek in the vicinity of Greenhill Avenue. The Red Hill Creek study has identified the Davis Creek as being severely prone to erosion. There are erosion concerns from adjacent property owners, as well as safety concerns. The on-going maintenance costs could be reduced or eliminated with the appropriate remedial action. This study is estimated to be approximately $100,000.

The "Sub-watershed Plan for Red Hill Creek Tributaries" that is budgeted for $300,000, has been moved from 1999 to 2000. This was done to accommodate the Davis Creek Erosion Management Study in 1999 which, due to safety issues, staff has identified as being of a higher priority.

MTT/mtt
attach.
cc: D. Lychak, City Manager, A&CS - Office of the CAO
A. Ross, City Treasurer
S. Reeder, Secretary, Finance and Administration Committee

The Corporation of the City of Hamilton
1999-2008 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD**: Roads - Programming and Maintenance

2. **PROJECT SUMMARY**:
   (a) Name (max. of 45 characters) 1999 City Share of Services
   (b) Type of Project Financing of the City's share of municipal services
   (c) Location Residential subdivision developments in the City of Hamilton
   (d) Scope/Description of Work Financing of the City's share of municipal services within residential developments (road, sidewalk, curb, 0.3m reserve) within the City of Hamilton.
   (e) Remarks Funds can be recovered from future development

3. **REFERENCE TO RELATED PROJECTS**:
   (a) Submitting Department _____
   (b) Project Name _____
   (c) Start Year _____
   (d) Net City Cost $ _____

4. **DEPARTMENT PRIORITY ORDER:** # 1 of 5

5. **PROJECT JUSTIFICATION ("Yes" or "No"):**

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	No
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	No
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	Yes
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	No
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	No
(h)	GROWTH RELATED PROJECT	Yes

Describe Justification:

6. **FEASIBILITY STUDY**:
   (a) START DATE (YEAR) _____
   (b) COMPLETION DATE (YEAR) _____
   (c) GROSS COST $ _____

7. **PROJECT:**

(a)	START DATE (YEAR)	1999
(b)	COMPLETION DATE (YEAR)	1999
(c)	GROSS COST (Start Year Dollars)	$ 1 200 000
(d)	LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) _____	$ _____
(e)	LESS OTHER RECEIPTS (Specify)_____	_____
	_____	$ _____
(f)	NET CITY'S COST	$ 1 200 000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton
1999-2008 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR**:

- 1999	$	1 200 000	- 2004	$	0
- 2000	$	0	- 2005	$	0
- 2001	$	0	- 2006	$	0
- 2002	$	0	- 2007	$	0
- 2003	$	0	- 2008	$	0

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ _____
Building Operations & Maintenance $ _____
Other (specify)_____ $ _____

GROSS COST (All Inclusive) $ 19 900

(b) LESS RECOVERY/REVENUE (specify) $ _____
_____

(c) NET CITY'S COST $ 19 900

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name Eugene Chajka, P. Eng.
(b) Basis of assumptions in house staff estimates
_____

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**

No _____ Yes x _____ if yes,

(a) PROJECT NO. (Per 1998-2007 Capital Budget Program) 129.0

(b) AT CITY'S COST OF $ 1 200 000

(c) SCHEDULED TO START IN THE YEAR 1998

Ted Cain — 1999 Jan 27

Signature of Department Head/ Local Board Manager — Date

---

12. **FUNDING (Treasury Department To Complete):**

(a) NATURE OF PROPOSED FINANCING: _____
(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
Yes _____ No _____

(c) IF DEBENTURE FINANCING:
(i) ANNUAL DEBENTURE FINANCING COST: $ _____
(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton
1999-2008 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD**: Roads - Programming and Maintenance

2. **PROJECT SUMMARY**:
   (a) Name (max. of 45 characters) 2000 - 2008 City Share of Services
   (b) Type of Project Financing of the City's share of municipal services
   (c) Location Residential subdivision developments in the City of Hamilton
   (d) Scope/Description of Work Financing of the City's share of municipal services within residential developments (road, sidewalk, curb, 0.3m reserve) within the City of Hamilton
   (e) Remarks Funds can be recovered from future development

3. **REFERENCE TO RELATED PROJECTS:**
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER**: # 2 of 5

5. **PROJECT JUSTIFICATION ("Yes" or "No"):**

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	No
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	No
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	Yes
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	No
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	No
(h)	GROWTH RELATED PROJECT	Yes

Describe Justification:

6. **FEASIBILITY STUDY:**
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT:**

(a)	START DATE (YEAR)	2000
(b)	COMPLETION DATE (YEAR)	2008
(c)	GROSS COST (Start Year Dollars)	$ 8 750 000
(d)	LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy)	$
(e)	LESS OTHER RECEIPTS (Specify)	$
(f)	NET CITY'S COST	$ 8 750 000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton
1999-2008 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1999	$	0	- 2004	$	1 000 000
- 2000	$	900 000	- 2005	$	1 000 000
- 2001	$	950 000	- 2006	$	1 000 000
- 2002	$	950 000	- 2007	$	1 000 000
- 2003	$	950 000	- 2008	$	1 000 000

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ _____
Building Operations & Maintenance $ _____
Other (specify) _____ $ _____

GROSS COST (All Inclusive) $ _____

(b) LESS RECOVERY/REVENUE (specify) _____ $ _____
_____

(c) NET CITY'S COST $ _____

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name Eugene Chajka, P. Eng.
(b) Basis of assumptions in-house staff estimates
_____

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**

No _____ Yes x ; if yes,

(a) PROJECT NO. (Per 1998-2007 Capital Budget Program) 130.1 - 130.9

(b) AT CITY'S COST OF $ 8 650 000

(c) SCHEDULED TO START IN THE YEAR 1999

Ted Cain — 1999 Jan 27

Signature of Department Head/ Local Board Manager — Date

12. **FUNDING (Treasury Department To Complete):**

(a) NATURE OF PROPOSED FINANCING: _____
(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
Yes _____ No _____

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton
1999-2008 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD**: Roads - Programming and Maintenance

2. **PROJECT SUMMARY**:
   (a) Name (max. of 45 characters) Railway Crossing - Hi-rail installation
   (b) Type of Project Upgrading of various railway crossings on City roads.
   (c) Location Various City roads
   (d) Scope/Description of Work Upgrading of various railway crossings on City roads utilizing the Hi-rail rubber system. Installation of Hi-rail increases longevity of the crossing surface and improves driver safety and ride quality.

   (e) Remarks City - Hi-rail purchase, asphalt, signs, Police control,Flagging.
   Railway - Installation

3. **REFERENCE TO RELATED PROJECTS**:
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER:** # 3 of 5

5. **PROJECT JUSTIFICATION ("Yes" or "No"):**

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	Yes
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	No
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	Yes
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	Yes
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	Yes
(h)	GROWTH RELATED PROJECT	No

6. **FEASIBILITY STUDY:**
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT:**
   (a) START DATE (YEAR) 1999
   (b) COMPLETION DATE (YEAR) 2005
   (c) GROSS COST (Start Year Dollars) $ 448 000
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) $
   (e) LESS OTHER RECEIPTS (Specify) $
   (f) NET CITY'S COST $ 448 000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton
1999-2008 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1999	$	61 000	- 2004	$	66 000
- 2000	$	62 000	- 2005	$	67 000
- 2001	$	63 000	- 2006	$	0
- 2002	$	64 000	- 2007	$	0
- 2003	$	65 000	- 2008	$	0

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ _____
Building Operations & Maintenance $ _____
Other (specify) _____ $ _____

GROSS COST (All Inclusive) $ _____

(b) LESS RECOVERY/REVENUE (specify) _____ $ _____
_____

(c) NET CITY'S COST $ _____

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY**:

(a) Project Manager's Name Geoff Aston, P.Eng.
(b) Basis of assumptions in-house staff estimate
_____

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**

No _____ Yes x if yes,

(a) PROJECT NO. (Per 1998-2007 Capital Budget Program) 133.1 - 133.8

(b) AT CITY'S COST OF $ 508 000

(c) SCHEDULED TO START IN THE YEAR 1998

Ted Cuer — 1999 Jan 27

Signature of Department Head/ Local Board Manager — Date

---

12. **FUNDING (Treasury Department To Complete):**

(a) NATURE OF PROPOSED FINANCING: _____
(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
Yes _____ No _____

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton
1999-2008 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD:** Roads - Programming and Maintenance

2. **PROJECT SUMMARY:**
   (a) Name (max. of 45 characters) Subdivision watershed plan for RHC tributaries
   (b) Type of Project Consulting to summarize flow sources of the RHC.
   (c) Location Red Hill Creek
   (d) Scope/Description of Work Subdivision watershed planning to comply with Provincial water quality Initiatives, RAP recommendations

   (e) Remarks

3. **REFERENCE TO RELATED PROJECTS**:
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER**: # 4 of 5

5. **PROJECT JUSTIFICATION ("Yes" or "No"):**

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	Yes
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	Yes
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	No
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	No
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	No
(h)	GROWTH RELATED PROJECT	No

Describe Justification:

6. **FEASIBILITY STUDY:**
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT:**
   (a) START DATE (YEAR) 2000
   (b) COMPLETION DATE (YEAR) 2000
   (c) GROSS COST (Start Year Dollars) $ 300 000
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) $
   (e) LESS OTHER RECEIPTS (Specify) $
   (f) NET CITY'S COST $ 300 000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton
1999-2008 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1999	$	0	- 2004	$	0
- 2000	$	300 000	- 2005	$	0
- 2001	$	0	- 2006	$	0
- 2002	$	0	- 2007	$	0
- 2003	$	0	- 2008	$	0

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ _____
Building Operations & Maintenance $ _____
Other (specify) _____ $ _____

GROSS COST (All Inclusive) $ _____

(b) LESS RECOVERY/REVENUE (specify) _____ $ _____
_____

(c) NET CITY'S COST $ _____

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name Eugene Chajka, P.Eng.
(b) Basis of assumptions in-house staff estimate
_____

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**

No _____ Yes x if yes,

(a) PROJECT NO. (Per 1998-2007 Capital Budget Program) 134.0

(b) AT CITY'S COST OF $ 300 000

(c) SCHEDULED TO START IN THE YEAR 1999

Ted Gier — 1999 Jan 27

Signature of Department Head/ Local Board Manager — Date

---

12. **FUNDING (Treasury Department To Complete):**

(a) NATURE OF PROPOSED FINANCING: _____
(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
Yes _____ No _____

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton
1999-2008 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD:** Roads - Programming and Maintenance

2. **PROJECT SUMMARY:**
   (a) Name (max. of 45 characters) Davis Creek Erosion Management Study
   (b) Type of Project Consulting to summarize erosion issues of the Davis Creek Sub-watershed Area
   (c) Location Davis Creek - tributary of the Red Hill Creek
   (d) Scope/Description of Work To develop an erosion management plan for the Davis Creek.
   (e) Remarks

3. **REFERENCE TO RELATED PROJECTS:**
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER:** # 5 of 5

5. **PROJECT JUSTIFICATION ("Yes" or "No"):**

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	Yes
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	Yes
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	No
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	No
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	No
(h)	GROWTH RELATED PROJECT	No

Describe Justification:
RHC study has identified the Davis creek as severely prone to erosion. There are concerns from adjacent property owners, as well as safety concerns. The on-going maintenance costs could be reduced or eliminated with the appropriate remedial action.

6. **FEASIBILITY STUDY:**
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT:**
   (a) START DATE (YEAR) 1999
   (b) COMPLETION DATE (YEAR) 1999
   (c) GROSS COST (Start Year Dollars) $ 100 000
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) $
   (e) LESS OTHER RECEIPTS (Specify) $
   (f) NET CITY'S COST $ 100 000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton
1999-2008 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1999	$	100 000	- 2004	$	0
- 2000	$	0	- 2005	$	0
- 2001	$	0	- 2006	$	0
- 2002	$	0	- 2007	$	0
- 2003	$	0	- 2008	$	0

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ _____
Building Operations & Maintenance $ _____
Other (specify) _____ $ _____

GROSS COST (All Inclusive) $ _____

(b) LESS RECOVERY/REVENUE (specify) _____ $ _____
_____

(c) NET CITY'S COST $ _____

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name Eugene Chajka, P.Eng.
(b) Basis of assumptions in-house staff estimate
_____

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**

No x Yes _____ if yes,

(a) PROJECT NO. (Per 1998-2007 Capital Budget Program) _____

(b) AT CITY'S COST OF $ _____

(c) SCHEDULED TO START IN THE YEAR _____

Ted Gren 1999 Jan 27
Signature of Department Head/ Local Board Manager — Date

12. **FUNDING (Treasury Department To Complete):**

(a) NATURE OF PROPOSED FINANCING: _____
(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
Yes _____ No _____

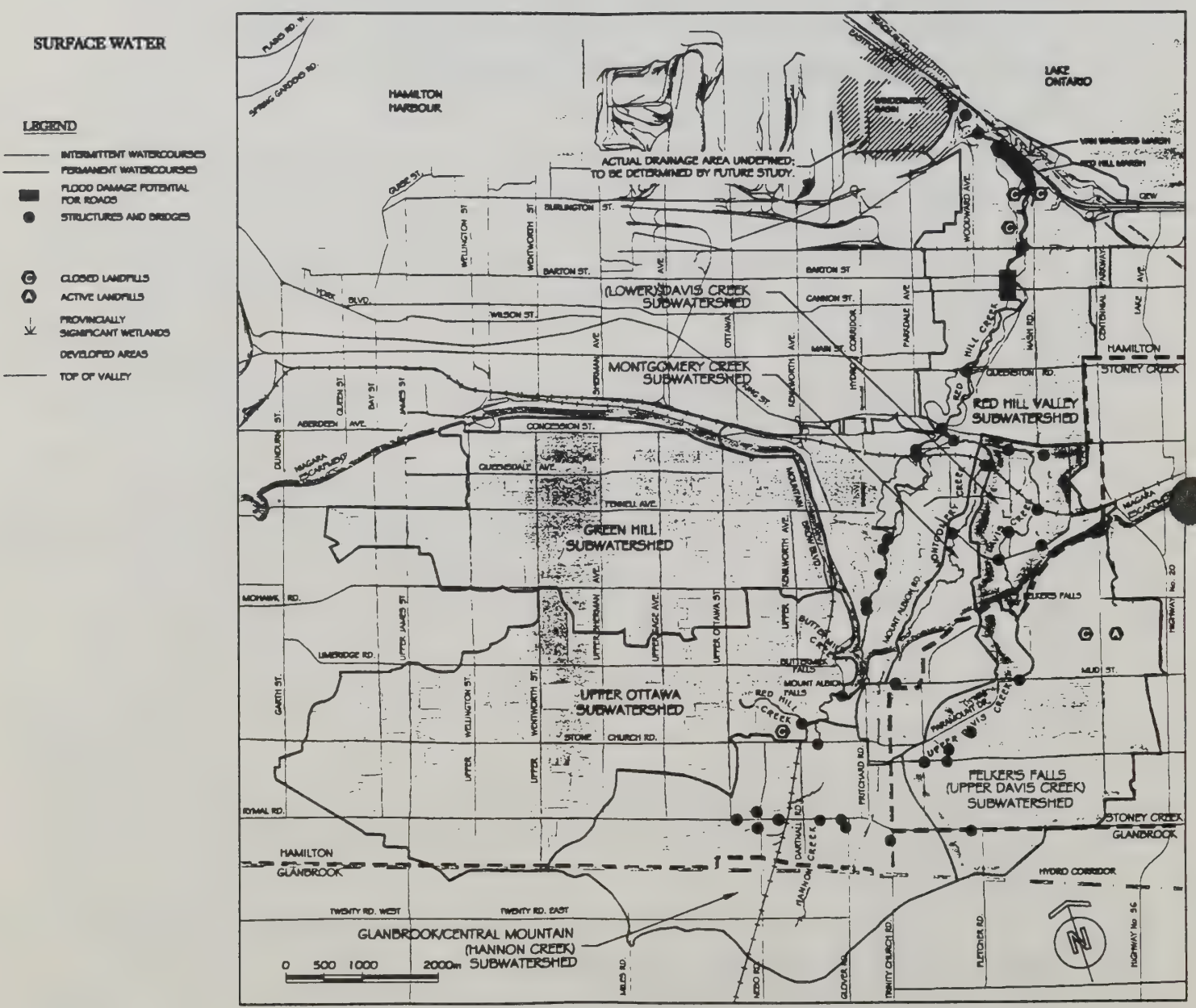
(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

SURFACE WATER



C.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: February 1st, 1999

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

SUBJECT: Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGALIMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

Information Reports

Transport and Environment Committee

Date	*From*	*Subject*	*Date Distributed*
January 11th, 1999	Commissioner of Public Works and Traffic	1999 Street Tree Trimming/Removal Programme	January 18th, 1999
January 12th, 1999	Commissioner of Public Works and Traffic	Winter Operations	January 18th, 1999
January 19th, 1999	Commissioner of Public Works and Traffic	Municipal Car Park No. 29 – 79 Mary St.	January 26th, 1999

Carolyn Biggs, Acting Secretary
Transport and Environment Committee

February 1st, 1999

CA4 ON HBL AG5
C51T6
1999

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

URBAN MUNICIPAL

NOTICE OF MEETING

URBAN MUNICIPAL

MAR 1 1999

GOVERNMENT DOCUMENTS

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, March 1st, 1999
9:30 o'clock a.m.
Room 233, City Hall

Carolyn Biggs

Carolyn Biggs, Acting Secretary
Transport and Environment Committee

AGENDA

1. **CONSENT AGENDA**

2. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   PUBLIC WORKS DIVISION

   (a) Snow Clearing Charges – Commercial Properties

3. **OTHER BUSINESS**

   (a) Correspondence – City Council – Placement of all Utility Wires and Cables Underground

   (b) Correspondence – Planning and Development Committee – Site Plan Control Application DA-98-44 for the expansion of the existing Fortino's grocery store at Eastgate Square (75 Centennial Parkway North)

   (c) Correspondence – City Council – Vendor Program for Street Locations – Authority to Issue Request for Proposals

4. **ADJOURNMENT**

2(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 10

REPORT TO: Kevin C. Christenson, Secretary
Transport & Environment Committee

FROM: D. Lobo, Commissioner
Department of Public Works and Traffic

SUBJECT: **Snow Clearing Charges - Commercial Properties**

RECOMMENDATION:

That as per By Law No. 86-77, the Commissioner of Public Works and Traffic be authorized to clear snow from commercial properties 24 hours after a snowfall without issuing a courtesy snow notice and regardless if it has started to snow again.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Currently as per the Department's snow removal policy the Streets Division notifies residential and commercial property owners who have failed to remove snow from their walks within 24 hours after a snowfall by leaving a notice in the mailbox. However because of the difficulty in trying to notify vacant property owners, we do not give these locations the same courtesy notice and the onus is placed on the specific owner to maintain their sidewalk. If the snow starts to fall again before the 24 hours elapses then the snow notice is considered void.

Staff believes it is more equitable to recover these costs for the snow clearing services from the violators rather than the community at large. The enforcement of the current by-law is an ongoing process that consumes a large amount of staff time delivering and then checking notices. This recommendation, if approved, would authorize the Department of Public Works and Traffic to clear snow from the abutting commercial property owner's sidewalks without issuing a courtesy snow notice. This practice is currently in use with vacant property owners.

The recommendation would also allow city forces to clear the snow from commercial properties 24 hours after the snow has stopped regardless if it has started to snow again.

The snow removal and clearing would be completed by external equipment and labour (bobcats). It is anticipated that the recovery for this service would be in the amount of $10,000. and would be deposited into Account no. CH 60219 44077.

The ability to clear the snow and recover costs in this manner will be seen as more of a deterrent to readily promote compliance from commercial property owners. Operationally it is expected that a more proactive approach to clearing snow from commercial property owner's sidewalks will result in the property owners taking a more active role in maintaining their sidewalks in a passable manner.

BACKGROUND:

At its special meeting dated Monday, February 1, 1999 the Transport and Environment Committee discussed concerns over the amount of complaints about commercial property owners not clearing their sidewalks. The problem is compounded when large snowfalls (10-15 cms.) happen in succession and the snow from the first snowfall has not been cleared from the sidewalk. The accumulation of snow on the sidewalk just increases until the snow has stopped falling. The sidewalks could have snow in the amount of two to three feet accumulated on them as in the snowstorms of January 1999.

The provisions under the current by-law 86-77, subsections 7(3) and (4) is as follows:

> *(b) The owners of all office buildings, multiple dwellings, other buildings of multiple occupancy and government buildings shall clear away and remove the snow and ice from all the sidewalks on the highways in front of, alongside or at the rear of such buildings, as soon as reasonably practicable after every snowfall, and in any event within twenty-four hours.*
>
> *(c) Recovery of Cost From Occupants, in Case of Default. In default of compliance with the requirements of this subsection, the Director of Public Works in lieu of or in addition to any other remedy provided by this by-law, is authorized to clear away and remove such snow and ice at the expense of the occupants, and the amount of the expense incurred in doing it shall be recovered from the said occupants, by action, or shall be recovered in the manner provide by subsection 4 of this section.*

(4) From Other Public Sidewalks. The Director of Public Works is authorized to clear away and remove snow and ice from the sidewalks on any highway or part of a highway, in front of, alongside or at the rear of any occupied or unoccupied building or vacant lot, at the expense of the owners, and the amount of such expense shall be added by the City Clerk to the collector's roll and collected as municipal taxes against land are collected.

The recommendation addresses the area of concern for commercial properties that are delinquent when it comes to clearing their sidewalks of snow.

DL/ RG/ rg

c.c. A. Leitch, P. Eng., General Manager, Transportation, Operations and Environment
c.c. C. Guthro, Acting Manager of Streets and Sanitation
c.c. C. Gibbs, Superintendent, Streets and Sanitation
c.c. Foremen I, Streets Division

36(a)

CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE MUNICIPAL CLERK

****

TO: K. C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: J. J. Schatz
Municipal Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: **Placement of all Utility Wires and Cables Underground**

DATE: 1998 December 10th

City Council at its meeting held 1998 December 8th approved the following resolution respecting the placement of all utility wires and cables underground.

> "That the Transport and Environment Committee be requested to investigate the feasibility and cost of requiring the placement of all utility wires and cables underground."

Would you please forward this issue to the Transport and Environment Committee per Council's direction.

J. J. Schatz per K. C. Christenson
Acting Clerk.

JJS/mjw

Office of the Municipal Clerk

3(b)

Memorandum

TO: Carolyn Biggs, Secretary
Transport and Environment Committee

FROM: Tina Agnello, Secretary
Planning and Development Committee

DATE: 1999 February 16

SUBJECT: Site Plan Control Application DA-98-44 for the expansion of the existing Fortino's grocery store at Eastgate Square (75 Centennial Parkway North)

The Planning and Development Committee of February 3, 1999 approved Item 4(b) of the regular agenda and referred Subsection (viii) to the Transport and Environment Committee as follows:

" (viii) that the City of Hamilton Transport and Environment Committee be requested to approve the removal of the 12 existing trees located within the Delawana Drive and Centennial Parkway North road allowances, to permit the relocation of the driveway access points, conditional upon the applicant paying all costs associated with the removal and replacement of said trees."

T Agnello

cc. L. Coveyduck, General Manager, Community Planning and Development Division
Victor Abraham, Director of Planning and Development

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1999 January 21
DA-98-44
Kentley Neighbourhood

REPORT TO: Tina Agnello, Secretary
Planning and Development Committee

FROM: Lee Ann Coveyduck, M.C.I.P., R.P.P.
General Manager
Community Planning and Development Division

SUBJECT: Site Plan Control Application DA-98-44 for the expansion of the existing Fortino's grocery store at Eastgate Square (75 Centennial Parkway North)

RECOMMENDATION:

(a) That approval be given to **Site Plan Control Application DA-98-44, Cadillac Fairview Corp.** for lands located at 75 Centennial Parkway North, to permit a 2,300 m^2 (24,000 sq.ft.) expansion of the existing Fortino's grocery store located at Eastgate Square, as shown on the attached map marked as APPENDIX "A", subject to the following:

(i) modification to plans in relation to notes and dimensions, as marked in red on the plans;

(ii) submission of a revised landscaping plan to the satisfaction of the Director, Planning and Development Department;

(iii) submission of a revised grading plan to the satisfaction of the Manager, Development Engineering Section, Regional Environment Department;

(iv) that the applicant enter the necessary agreements, to be approved by the City of Hamilton Transport and Environment Committee, for the roadway alterations required on Delawana Drive and Centennial Parkway;

(v) the applicant dedicate to the City of Hamilton any lands required for road widening purposes of Delawana Drive as a result of the proposed roadway improvements to maintain the Utilities in their respective corridors, maintain the municipal sidewalks and side sloping, etc. within the road allowance;

(vi) the applicant enter into an encroachment agreement with the City of Hamilton for the existing and proposed landscaped berms and trees within

the Delawana Drive road allowance;

(vii) that the applicant apply for and receive final approval from the Committee of Adjustment for relief from the provisions of the City of Hamilton Zoning By-law No. 6593, as amended by By-law No. 71-79, or for a Zoning By-law amendment, to permit the expansion of the existing Fortino's grocery store and the reconfiguration of the parking, driveway and landscaped areas; and,

(viii) that the City of Hamilton Transport and Environment Committee be requested to approve the removal of the 12 existing trees located within the Delawana Drive and Centennial Parkway North road allowances, to permit the relocation of the driveway access points, conditional upon the applicant paying all costs associated with the removal and replacement of said trees.

Lee Ann Coveyduck.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

As required by the Planning Act, Council approval is required for a Site Plan Control application.

BACKGROUND:

Plans have been submitted for a 2,300 m^2 (24,000 sq.ft.) expansion of the existing Fortino's grocery store at Eastgate Square (known municipally as 75 Centennial Parkway North), as shown on the attached map marked as APPENDIX "A". In addition, the applicant is proposing to reconfigure the access driveways and parking areas on the north-easterly quadrant of the subject lands.

The details of development are as follows:

• Net Lot Area:	17.60 ha
• Building Coverage	
– Existing:	56,783 m^2
– Proposed:	59,057 m^2
• Building Height:	1 storey (10.9 m)
• No. of Parking Spaces	
– Existing:	3,156 spaces*
– Proposed:	3,119 spaces*
• Exterior Building Materials:	Concrete block, stucco and prefininished metal siding

* **Note:** Of the total on site parking provided, 272 spaces are located within the City of Stoney Creek.

COMMENTS RECEIVED:

The Traffic Division, Department of Public Works and Traffic has advised that the applicant will be responsible for all costs associated with the modifications to Delawana Drive and Centennial Parkway such as the widening of the roadway, construction/relocation of the raised concrete island, restoration of the sidewalk and boulevard and the removal and installation of pavement markings. In addition, the Traffic Division has also advised that the applicant will be required to obtain the necessary municipal approvals for the removal and replacement of the trees within the road allowance to facilitate the relocation of the driveway accesses (see APPENDIX "B").

The Building Department has advised that the applicant will be required to clarify the existing and proposed building coverage and gross floor area. The applicant is proposing to revise the layout of the parking and driveway areas and the landscaping areas from that shown on Schedule "B" of By-law 71-79. Therefore, the applicant will be required to apply for and receive final approval from the Committee of Adjustment to permit the proposed expansion (see APPENDIX "C").

The Regional Environment Department has commented on various matters dealing with the grading plan, works within the road allowances and day-light visibility triangles. In addition, they have advised that prior to the placement of any plantings within the road allowances, the applicant will be required to enter into an encroachment agreement with the Region of Hamilton-Wentworth (see APPENDIX "D").

The Horticulture Section, Department of Public Works and Traffic have advised that there are twelve trees that will have to be removed to accommodate the proposed access driveways. The trees average 20 cm (8") in diameter and are of a Norway Maple variety. In accordance with City of Hamilton By-law No. 92-155, the applicant will be required to obtain approval from City Council for the removal of these trees, and is responsible for the equivalent replacement tree costs. The total cost for the removal and replacement of these trees is $11,449 (see APPENDIX "E").

COMMENTS:

Modifications are required to the plans related to the reconfiguration of the access points, daylight triangles, etc. in response to comments from the various departments.

The Building Department has advised that the applicant will be required to clarify the existing and proposed building coverage and gross floor area. The applicant is proposing to revise the layout of the parking and driveway areas and the landscaping areas from that shown on Schedule "B" of By-law 71-79. Therefore, the applicant will be required to apply for, and receive final approval from, the Committee of Adjustment for a variance from the site plan schedule of By-law 71-79 or for a Zoning By-law amendment.

As part of the proposed expansion, the applicant is proposing to relocate the access driveways from Centennial Parkway North and Delawana Drive. The applicant will be required to enter into the appropriate agreements with the City of Hamilton for the proposed

roadway alterations. The agreements will require the approval of the Transport and Environment Committee. The applicant will be responsible for all costs associated with the road works, utility relocation, municipal advertisement, etc.

As a result of the relocation of the access driveways onto Centennial Parkway North and Delawana Drive, it will be necessary to remove several trees within the boulevard portion of the road allowance. The Forestry Section has advised that the applicant will be responsible for all costs associated with the removal and replacement of the trees. The cost for the removal of the trees is as follows:

- Cost to remove 12 trees: - $ 1,100.00
- Cost to install and maintain 24 large calliper trees: - $ 9,600.00
- Total Cost (including G.S.T.): - $11,449.00

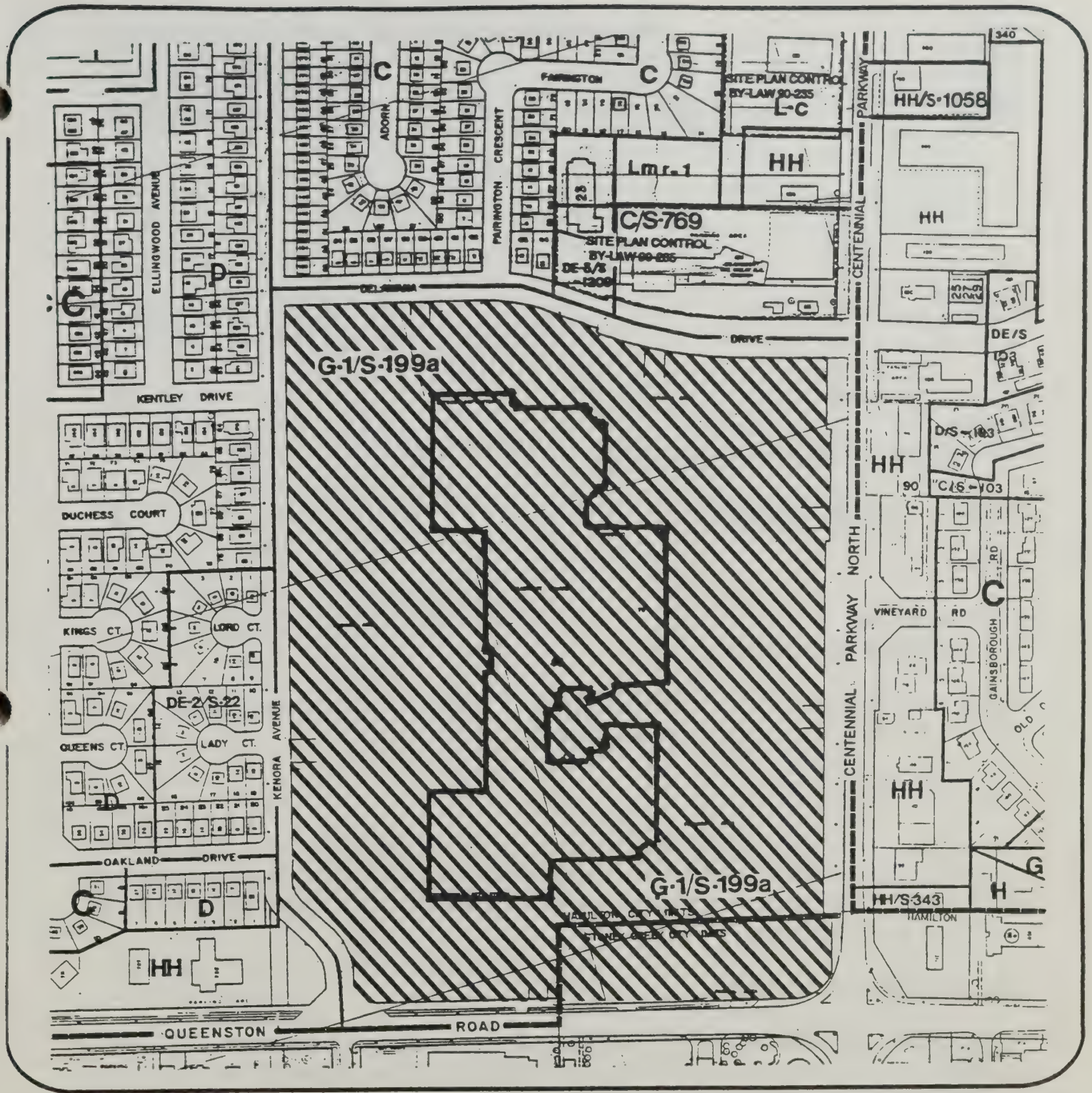
City Council approval will be required for the removal and replacement of the trees within the road allowances.

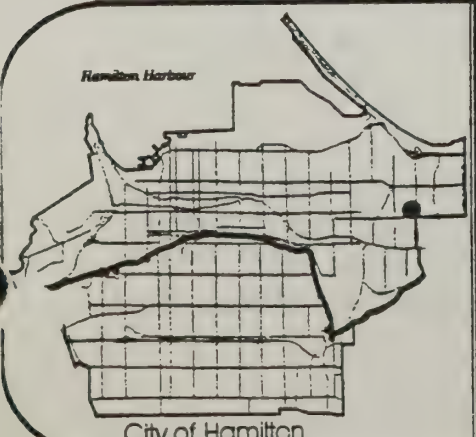
The Regional Environment Department has advised that a revised grading plan is required to clarify existing and proposed grades and slopes to accommodate storm water management. In addition, the applicant will be required to enter the necessary agreements, to be approved by the City of Hamilton Transport and Environment Committee, for the roadway alterations required on Delawana Drive and Centennial Parkway.

CONCLUSION:

Subject to the above, the proposed development is satisfactory.

DA-98-44.doc
SR/sr





PLANNING AND DEVELOPMENT DEPARTMENT

Location Map

Legend

Site of application

Reference file: DA-98-44

Scale: Not to Scale

Date: Nov. 98

Technician: K.E.

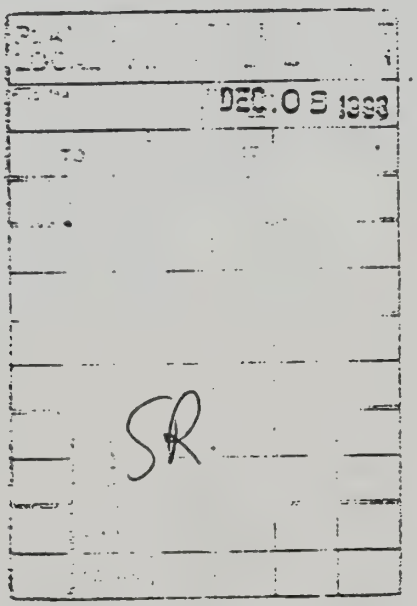
North

APPENDIX "A

DEPARTMENT OF PUBLIC WORKS AND TRAFFIC

CITY OF HAMILTON

TRAFFIC DIVISION
1st Floor, 71 Main Street West, Hamilton, Ontario, L8P 4Y5
Tel. (905) 546-4510 / Fax (905) 546-2419



1998 December 8

Mr. V. J. Abraham, M.C.I.P.,
Director
Planning and Development Department

Attention: Stephen Robichaud

Dear Sir:

Re: DA 98-44
75 Centennial Parkway

In response to your letter of 1998 November 11, please be advised that we have reviewed the above application and have the following comments.

Access to Delawana Drive

The applicant should be advised that all modifications to Delawana Drive such as the widening of the roadway, construction of the raised concrete island, restoration of the sidewalk and boulevard and the removal and installation of pavement markings will be at the sole expense of the developer.

Access to Centennial Parkway

The applicant be advised that all modifications to Centennial Parkway such as the relocation of the raised concrete island, the restoration of the sidewalk and boulevard and the removal and installation of pavement markings will be at the sole expense of the applicant.

Landscape Plan

The landscape plan indicates that a number of City trees within the road allowance of Delawana Drive and Centennial Parkway are to be removed to facilitate the relocation of the accesses. The removal of these trees requires City approval. The applicant should be advised to contact Mr. C. Keenan of the Forestry Section of the Public Works and Traffic Department.

Should you require any further information, please contact me at 546-4584.

Yours truly,



Hart Solomon, P. Eng.
Manager of Traffic Engineering and Operations

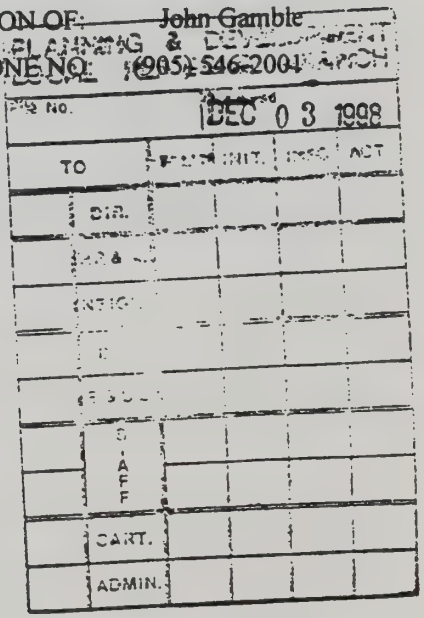
BF/kag

c.c. Harold Groen, Development Co-ordinator, Roads Division

BUILDING DEPARTMENT
71 Main Street West, Hamilton, Ontario L8P 4Y5
Telephone (905) 546-2720 / Fax (905) 546-2764

CITY OF HAMILTON

FILE: DA-98-44
ATTENTION OF: John Gamble
TELEPHONE NO: (905) 546-2001



November 30, 1998

PRESENT ZONING: G-1/S-199 and 199a

Mr. V. J. Abraham, M.C.I.P.
Director
Planning and Development Department
c/o Chief Administrative Office

Attention: Stephen Robichaud

Dear Stephen:

RE: DA-98-44
75 CENTENNIAL PARKWAY NORTH

The above, under cover of your letter dated November 11, 1998, has been examined.

COMMENTS:

The plan does not conform in the following particulars:

1. The building coverage proposed, at 635,690 square feet is greater than the 615,000 permitted in the original Site Specific By-Law 71-97. Also, no building plans are available showing mechanical rooms, electrical rooms, or public utility areas not considered as gross floor area in the By-Law. This should be accurately shown and calculated before a variance is sought.

2. The gross floor area proposed at 550,089 square feet is greater than the maximum 548,000 square feet permitted in Committee of Adjustment Decision A-79:189. As in 1. above, accuracy should be verified.

3. The number of parking spaces provided on lands in the City of Hamilton is 2847, less than that permitted in the original Site Plan as modified by variance, and less than the 3026 parking spaces required.

Continued on Page Two .....

4. The layout of the parking and driveway, and landscaping areas will be altered from that shown as Schedule B of By-Law 71-79 (and as later modified by variance), and must itself be permitted by the Committee of Adjustment.

5. The required number of loading spaces, for the shopping centre, dimensioned 18.0m long by 3.7m wide and 4.3m high is 10; all spaces are not clearly shown on the Site Plan.

6. Business identification signs are not to exceed 2.0m in height, and the total aggregate face area of all the signs is not to exceed an area calculated as $0.5m^2$ of sign face for each 0.5m of exterior lineal building face.

Yours truly

for the Building Commissioner

JG/zr

Regional Environment Department
Memorandum

TO: P. D. Mallard, M.C.I.P., R.P.P.
Division Head
Development and Urban Design

Your File: DA-98-44

FROM: C. A. Unelli, C.E.T.
Development Co-ordinator
Regional Environment Department

Our File: E220-1102
Phone: (905) 546-4142

DATE: 1998 December 21, 1998

SUBJECT: Site Plan Control Application DA-98-44
for 75 Centennial Parkway North

The grading plan submitted dated November 13, 1998 will be approved with respect to grading when the following revisions have been dealt with.

1. The grading plan must be stamped by an Engineer, Architect or Landscape Architect.

2. A notation should be shown on the grading plan as to how the roof leaders of the proposed buildings are to discharge either directly to the storm sewers or overland.

3. Should the applicant/owner choose to discharge overland we will require a stormwater management report prepared by a qualified Engineer, showing that this development will have no negative impact on the subject or abutting properties.

4. The proposed catch basins within the access off Centennial Parkway must be located entirely on private property.

5. If the proposed cross-sections are to be included on a sheet other than the grading plan a reference must be included on the grading plan advising of their location.

6. A cross-section should be provided for the proposed swale on the west side of the driveway off Delawana Drive. We recommend that the outlet for the proposed swale not be across the concrete walk as this may pose a potential safety hazard especially when freezing occurs.

Cont'd...

Site Plan Control Application DA-98-44
for 75 Centennial Parkway North

Cont'd...

7. At the north east corner of the new expansion the proposed sidewalk should have a minimum 1.0 % slope to promote adequate drainage.

8. Within the driveway access off Delawana Drive please provide clarification with respect to the driveway/gutter elevation and the top/back of walk elevation, keeping in mind that our maximum sidewalk cross fall is 2.0 %.

   In addition, at the north west corner of the access a portion of the proposed walk appears to be significantly higher than the standard walk height of 0.15 m, please review.

9. Proposed top and bottom wall elevations should be provided at the start and end of the retaining wall located at the south corner of the new expansion. If the retaining wall is to be over 1.0 m in height a typical cross section should be provided at a point where the wall is 1.0 m or greater.

   Retaining walls 0.6 m in height or greater require construction of a fence or guard rail at the top of the rear of the wall. A note to this affect should be included on the plan.

In order to assist the applicant/owner with the preparation of the security as required under the Site Plan Agreement, we have attached a copy of a guideline for estimating security requirements. It should be noted that this guideline only includes items specific to our Department's security requirements, and depending on the details of the development, securities for additional items may be added. Please note that a qualified professional engineer, architect or landscape architect must stamp the estimate.

Sewer and/or water permits are required for all proposed servicing work external to the building. Prior to making application for these permits a copy of the servicing drawings (final design) must be submitted to the Regional Environment Department for review.

The following comments were received from the Regional Transportation Department, Roads Division.

1. The designated road allowance width of Queenston Road is 36.58 m. In accordance with this designation the applicant/owner should be advised of a future road allowance widening to the Region of Hamilton-Wentworth of a strip of land approximately 4.57 m in width on the portion of the property within the City of Stoney Creek.

Cont'd...

Cont'd...

2. The designated road allowance width of Centennial Parkway is 36.58 m. In accordance with this designation, the applicant/owner should be advised of a future road widening to the City of Hamilton of a strip of land approximately 3.048m in width on the portion of the property within the City of Stoney Creek.

3. The applicant/owner should be advised of a future daylight triangle widening to establish a 12.19 m by 12.19 m daylight triangle from the widened limits of Centennial Parkway and Queenston Road.

4. The removal and construction of the new access onto Centennial Parkway will require the removal of street trees. This tree removal is not shown on the Landscape plan. The removal and construction of the new access onto Delawana Drive also will require the removal of street trees. As a condition of site plan approval the applicant/owner must receive the written approval of the Forestry Section of the City of Hamilton Department of Public Works and Traffic and pay all applicable costs to the City for the tree removal and replacement.

5. As a condition of site plan approval, the applicant/owner must enter into an appropriate agreement with the City of Hamilton for the roadway alterations required on Delawana Drive and Centennial Parkway. This agreement requires the approval of the City of Hamilton Transport and Environment Committee and Council. All costs for the road works, utility relocation, municipal advertisement, etc. are the sole responsibility of the applicant/owner.

   Prior to the approval of any road alterations, this matter must be presented to the City of Hamilton Transport and Environment Committee and Council for authorization to advertise these road alterations as required by the Municipal Act. Upon completion of this four consecutive week advertisement period, the road alterations must again be referred to the City of Hamilton Transport and Environment Committee and Council for approval and enactment of the required Road Alteration By-law.

Cont'd...

6. Prior to preparing a report to the City of Hamilton Transport and Environment Committee the applicant must submit full scale plan and profile engineering drawings which meet our geometric design criteria. The drawings must show and address the following items:

   i) The width of the turning lanes, the length of island on Centennial Parkway, the distance between the islands, the appropriate traffic signing, the impact or changes required to the accesses on the east side of Centennial Parkway, etc. We have reviewed the plans submitted and are recommending changes to the proposal submitted by the applicant/owner and we will be contacting them directly to review these changes with them. The applicant/owner will be responsible for making all the necessary arrangements with the owners on the east side on Centennial Parkway, for changes to the accesses, as required, and will also be responsible for all costs associated with these roadway alterations.

   ii) The width of the turning lanes on Delawana Drive, the length and radius of the traffic islands, the distance from Centennial Parkway and Fairington Crescent. We also require that the westbound through lane be widened to a minimum of 3.5 m and that the width of the eastbound lane be increased if possible to provide sufficient room for vehicles to pass any disabled vehicle in the island throat area (5.0 m to 5.5 m)

   The proposed access relocation will have a significant impact on the existing landscape berms and trees currently located on private property and the Delawana Drive road allowance. Further there appears to be a significant grade difference between the parking area on private property and the pavement elevations on Delawana Drive, which must be addressed.

   iii) The location of all the relocated municipal sidewalks, associated regrading of the road allowances and private property, the location and/or relocation of all Utilities, required motorists sight lines entering Delawana Drive and any lands required from private property to be dedicated for the road widening of Delawana Drive, etc. to ensure that these roadway improvements can be constructed within the road allowance.

Cont'd...

7. As a condition of site plan approval, any lands required on Delawana Drive to construct the roadway improvements, maintain the Utilities in their respective corridors, maintain the municipal sidewalks and side sloping, etc. within the road allowance, must be dedicated to the City of Hamilton for road widening purposes. Since this may affect the parking areas on private property, these items should be addressed as soon as possible to ensure the parking requirements of the By-law are still met.

8. We require that 5 m by 5 m vision triangles be provided between the access and the road allowance limits in which the maximum height of any object or mature vegetation must not exceed a height of 0.60 m above the corresponding perpendicular centreline elevation of the adjacent streets.

9. Due to the horizontal curve on Delawana Drive we require that a vision triangle be provided for motorists entering Delawana Drive looking left. This vision triangle should be sufficient to provide a minimum of 85 m sight distance from the stopped drivers eye position in the new access to the south edge of curb looking left. This may require the removal parking spaces on private property.

10. According to the grading plans, the parking lot will be extended northerly into the area of the existing landscape berm partially located on private property and partially located within the Delawana Drive road allowance. We recommend at this time that any grading due to this relocation be on private property in such a manner that the regrading does not affect the cover on any Utility within the road allowance or the municipal tree drip lines or root systems unless these trees will be addressed in Item 4 above.

11. The width of the exit onto Delawana Drive has been designed to permit transport trucks to exit the plaza. The width of the throat area is 7.5 m which is wide enough to allow passenger cars to try to make dual right turns. We recommend that pavement markings be placed within the access to provide an area for single right turn movements at an acceptable skew to Delawana Drive.

12. The applicant/owner must enter into an Encroachment Agreement with the City of Hamilton for the existing and proposed landscape berms and trees within the Delawana Drive road allowance. No additional works can occur within the road allowance until this Agreement is registered on title.

13. Any other works which may occur within the Delawana Drive and Centennial Parkway road allowances must conform to the City of Hamilton Streets By-law.

Cont'd...

Site Plan Control Application DA-98-44
for 75 Centennial Parkway North

Cont'd...

If there are any queries regarding the Roads Division comments, please contact Mr. H. Groen at 546-4278. Otherwise Mr. D. Waddell at 546-2434 will be able to respond to any grading questions.

Charles A. Unelli

Charles A. Unelli, C.E.T.
Development Co-ordinator

DWW:HG:dww

O:\Subdivis\Doug\Hamilton\1998\DA9844.1.DOC

PLANNING & DEVELOPMENT
LOCAL PLANNING BRANCH
RECEIVED
JAN 4 1999
TO | ACTION | INIT. | INFO | ACT
DIR.
SR

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

TO: P.D. Mallard, M.C.I.P., R.P.P.
Division Head
Development and Urban Design

Attention: Steven Robichaud

YOUR FILE:

FROM: J. Pook
City Horticulturist
Department of Public Works & Traffic

OUR FILE: 99.2205.000
PHONE: 546-4228

SUBJECT: **Site Plan Control Application DA-98-44**
For 75 Centennial Parkway North

DATE: January 6, 1999

Further to your letter of December 11, 1998 regarding the above subject, staff have reviewed the related plans and provide the following comments.

A site inspection of the above subject property revealed there to be nine trees on the Delawana Avenue side and three trees on the Centennial Parkway side that will have to be removed to accommodate the proposed driveways. The trees average 8" in diameter and are of a Norway Maple variety.

If the driveways can not be designed so as not to impact on the existing trees and their root systems then the trees will have to be removed. As per By-law No. 92-155 respecting trees City Council approval will be required for the removal of these healthy trees. Also as per the By-law the developer will be responsible for the tree removal and equivalent replacement tree costs.

Costs to remove 12 Trees (including stump grinding)	$ 1,100.00
Costs to install and maintain 24 large Caliper Trees (equivalent replacement value)	$ 9,600.00
Total (including GST)	**$11,449.00**

The new trees will be planted on City property adjacent to this complex so as to inhance the immediate area.

Following City Council approval please have the developer forward a cheque in the amount of $ 11,449.00 including taxes made payable to the City Treasurer, Public Works and Traffic Department, 71 Main Street West, Hamilton, Ontario, L8P 4Y5, Attention Mr. Doug Anderson.

Should you require further clarification or technical assistance please do not hesitate to contact Chuck Keenan at (905) 546-4204.

JP/CK/nb

cc: C. Keenan, Foreman, Forestry
K. Jones, Foreman, Forestry
D. Anderson, Timekeeper

3(c)

Office of the Municipal Clerk

Memorandum

TO: Carolyn A. Biggs, Acting Secretary
Transport and Environment Committee

FROM: J. J. Schatz
Municipal Clerk

PHONE: (905) 546-2727

DATE: 1999 January 27

SUBJECT: Item 33 of the First Report of the Transport and Environment Committee

Subjoined please find Item 33 of the First Report of the Transport and Environment Committee respecting "Vendor Program for Selected Street Locations – Authority to Issue Request for Proposals" which was referred back to the Transport and Environment Committee by City Council at its meeting held on Tuesday, January 26, 1999.

Please ensure that the appropriate actions are taken with respect to this item.

cab.
Encl.

33. Vendor Program for Selected Street Locations – Authority to Issue Request for Proposals

(a) That the Commissioner of Public Works and Traffic be authorized to finalize and issue a Request for Proposals to solicit vendor operators for approved locations based on a term of three years commencing 1999;

(b) That the following locations be approved for vendor operations:

One vendor at:
Southwest corner – James and King Street West
Stelco Tower (north side of King Street West)
City Hall forecourt
Court House (between Hughson Street and John Street South)
Northeast corner – King Street West and Bay Street at Standard Life Building;
Southeast corner – Bay Street and York Street
Bay Street at Copps Coliseum – main entrance to Box office;
and,

(c) That a Review Committee comprised of the Commissioner of Public Works and Traffic (or designate), the Special Events Liaision Officer and Purchasing Division representative be authorized to receive and review submissions using evaluation criteria attached to this report and dated November 1998 and recommend vendor operators for consideration by the T&E Committee, exclusive of the HECFI/Copps Coliseum locations; and,

(d) That the General Manager, Finance, be requested to ensure that appropriate accounting procedures are in place for the program; and,

(e) That a draft agreement be prepared in a form satisfactory to the City/Regional Solicitor for recommendation by the Review Committee.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 November 13

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo, Commissioner
Department of Public Works and Traffic

SUBJECT: Vendor Program for Selected Street Locations
– Authority to Issue Request for Proposals

RECOMMENDATION:

a) That the Commissioner of Public Works and Traffic be authorized to finalize and issue a Request for Proposals to solicit vendor operators for approved locations based on a term of three years commencing 1999, and

b) That the following locations be approved for vendor operations:

One vendor at:
Southwest corner – James Street and King Street West
Stelco Tower (north side of King Street West)
City Hall forecourt
Court House (between Hughson St. and John St. S.)
Northeast corner – King St. W. and Bay St. at
Standard Life Building, and

c) That HECFI be authorized to establish two (2) vendor operations as part of its food services program at the following locations:

Southeast corner – Bay Street and York Street

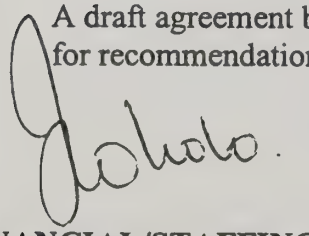
Bay Street at Copps Coliseum – main entrance to Box Office, and

d) That all revenues and maintenance expenditures resulting from the Bay Street / Copps Coliseum locations be assigned to HECFI, and

e) That a Review Committee comprised of the Commissioner of Public Works and Traffic (or designate), the Special Events Liaison Officer and Purchasing Division representative be authorized to receive and review submissions using evaluation criteria attached to this report and dated November 1998 and recommend vendor operators for consideration by the T&E Committee, exclusive of the HECFI/Copps Coliseum locations, and

f) That the General Manager, Finance be requested to ensure that appropriate accounting procedures are in place for the program, and

g) A draft agreement be prepared in a form satisfactory to the City/Regional Solicitor for recommendation by the Review Committee.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The financial return to the City cannot be determined at this time, however, for the recently expired three-year vendor program, revenues proposed by successful operators for the sites recommended in this report, totalled $29,251.

From a revenue/expenditure perspective it is important that the accounting procedures for this program recognize that the full revenue payment is received at the outset of the three-year contract period. However, maintenance-related expenditures and Departmental responsibilities extend for the life of the contract; hence a funding source for years two and three is required. For the vendor contracts beginning in 1996 and expiring this year, like circumstances existed regarding the City's receipt of revenue vs. program expenditures, and a review to determine the appropriateness of established procedures is considered timely.

For the Bay Street-Copps Coliseum locations, this report recommends approval of two locations in areas where conflicts between pedestrian traffic entering/leaving the building and vendor operations are minimal. Further, given the responsibilities of HECFI for crowd control and a range of customer services during events, this report also recommends that administrative requirements for street vendor operations at this facility be assigned to HECFI.

Correspondence on file from HECFI dated November 18, 1998 indicates this arrangement is acceptable. Further, staff understand that upon expiration of the existing contract for delivery of food services in June 1999, a new five-year agreement will follow and that the successful party(s) will be responsible for indoor and outdoor food services.

There are no staffing changes associated with this recommendation. The administration of the park and street vendor program is co-ordinated by the Manager of Parks with

assistance from the department's Special Events Liaison Officer and Purchasing Division staff.

The law Department will be required to complete any necessary agreements between the City and successful operators.

BACKGROUND:

At its meeting of April 11, 1995, City Council approved a recommendation of the Finance and Administration Committee permitting street vendors to set up operations at 16 specified sites, primarily in the downtown area.

Bids were received in response to a Request for Proposal call and using approved criteria for evaluating submissions, a selection committee of staff and elected officials completed the review process and recommended candidates for a three-year period. Due to market conditions and re-consideration of revenue vs. cost projections, a number of the approved vendors decided against proceeding any further. On this basis, the sites recommended in this report are fewer in number compared against the 1996-98 contract period. However, based on experience to date, vendors are expected to show interest in these locations as they offer potential for a favorable return on investment made. The recommended sites are illustrated on the attached location map.

The evaluation criteria approved in 1995 remain relevant, but have been modified to include past performance at a City location as an additional consideration, if applicable (see attached copy).

Following completion of the RFP process, anticipated for early 1999, staff will forward a recommendation report for consideration of the Transport and Environment Committee with support material on overall private sector response and resulting financial benefits to the City.

Finally, it is noted that a similar report has been forwarded to the Parks and Recreation Committee for consideration of vendor and concession operations at selected park locations.

RWC/mc
Attachments

cc: Alderman, A. Horwath, Alderman Ward 2
Alderman, R. Corsini, Alderman Ward 2
Alderman, T. Anderson, Chair HECFI
A. Ross, General Manager Finance
R. Roszell, City/Regional Solicitor
R. W. Chrystian, Manager of Parks

NOVEMBER 1998

EVALUATION CRITERIA

1. Quality of Proposal

   - completeness of Proposal Form;
   - professionalism; and
   - complies with submission instructions

2. The fee for right to sell at site.

3. Capacity to Perform

   - financial capacity;
   - related experience;
   - past performance at City location, if applicable
   - knowledge of local market conditions;
   - ability to comply with City Insurance Standards and all licences and permits;
   - appropriateness of the goods proposed to be sold in relationship to adjacent business or other street vendors; and
   - bidder's proposal (goods or food to be sold) does not conflict with adjacent business within 300 feet.

4. Location Standards

   - bidder's consideration to public safety, vehicular safety and commercial ambiance of the street, and
   - creation of a map designating proposed vending location within selected site.

5. Types of goods sold and suggested prices.

6. Operational Plan

   - proposed daily service hours.

7. Uniform Cart Designs

   - ability to meet specifications and guidelines for cart designs;
   - attractive to street;
   - colourful;
   - imaginative;
   - durable;
   - readily movable by Vendor;
   - food cart complies with all health regulations for products proposed for sale; and
   - photograph and/or conceptual drawing of the cart.


✶ Recommended Street Vendor Sites 1999 - 2001
● HECFI Sites
YORK BOULEVARD
EATON CENTRE
BAY STREET
JAMES STREET
KING STREET
MAIN STREET
JACKSON STREET WEST
KING WILLIAM STREET
BAY STREET SOUTH
JAMES STREET SOUTH
HUGHSON STREET SOUTH
JOHN STREET SOUTH
MACNAB STREET SOUTH
CITY HALL
ROYAL

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, March 1st, 1999
9:30 o'clock a.m.
Room 233, City Hall

AGENDA:

A. **ADOPTION OF THE MINUTES**

(a) Adoption of the minutes of the Transport and Environment Committee meeting held February 1st, 1999

(b) Adoption of the minutes of the special meeting of the Transport and Environment Committee held February 1st, 1999

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) No. 28 Case Street – Request to Remove a Reserved "Permit Parking" Space

(b) No. 16 Niagara Street – Request for a Reserved "Permit Parking" Space for a Disabled Resident

(c) No. 139 Albany Avenue – Request for a Reserved "Permit Parking" Space for a Disabled Resident

(d) No. 145 Ferrie Street East – Request for a Reserved "Permit Parking" Space for a Disabled Resident

(e) No. 438 MacNab Street North – Request for a Reserved "Permit Parking" Space for a Disabled Resident

(f) No. 103 Gertrude Street – Request for a Reserved "Permit Parking" Space for a Disabled Resident

(g) No. 79 Royal Avenue – Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(h) No. 308 Cope Street – Request for a Reserved "Permit Parking" Space for a Disabled Resident

(i) No. 204 Locke Street North – Request for a Reserved "Permit Parking" Space for a Disabled Resident

(j) Greenshire Drive between Stanlow Crescent and Glenayr Street – Parking Regulations

(k) Parking Regulations on Albright Road and Harrisford Drive adjacent to St. Luke School

(l) Bay Street North, between Strachan Street West and Barton Street West – Parking Regulations

(m) North side Redfern Avenue from Sanatorium Road to Jewel Street – Parking Regulations

(n) Herkimer Street, west of Locke Street South – Parking Regulations

(o) Caroline Street North between King Street West and Hunter Street West – Parking Regulations

(p) Parking Regulations on Lynbrook Drive and Rolston Drive adjacent to Westwood School

(q) Parking Regulations on East 26th Street adjacent to Eastmount School

(r) Hughson Street North between Macauley Street East and Picton Street East – Parking Regulations

(s) South side of Rebecca Street, east of Hughson Street North – Parking Regulations

ii. **Intersection Control**

(a) Intersection of Upper Wentworth Street and Vineburg Drive – Intersection Control

(b) Intersection of Richmond Street and Hill Street – Intersection Control

(c) Intersection of Dicenzo Drive and Torino Drive – Intersection Control

iii. **Miscellaneous**

(a) Amendments to By-laws 89-72, 89-75 and 89-76

(b) No. 10 Ferndale Avenue – Request for a Wheelchair Loading Zone

(c) No. 267 West 2nd Street – Request for a Wheelchair Loading Zone

(d) No. 61 Berrkindale Drive – Request for a Wheelchair Loading Zone

(e) School Bus Loading Zone on Britannia Avenue adjacent to Holy Family School

(f) School Bus Loading Zone on Colcrest Street adjacent to St. Agnes School

(g) No. 27 Mons Avenue – Request to Remove a "No Stopping, Wheelchair Loading Zone"

(h) Brigade Drive at Byng Street – Corner Clearances

iii. **Public Works Division**

(i) Appointment of Municipal Weed Inspectors

(j) The Hess Village Pedestrian Mall Authority – Outdoor Boulevard Café Agreement and Encroachment Fee Formula

iv. **City Engineer**

(a) Proposed Roadway Alteration of Delawana Drive, west of Centennial Parkway and Centennial Parkway, south of Delawana Drive

C. **GENERAL MANAGER, COMMUNITY PLANNING AND DEVELOPMENT DIVISION/COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

(a) 1999 Servicing Expenditures Related to Subdivisions

(b) City of Hamilton's "Flat Rate Fee" for Recovery of Servicing Costs Associated with 0.30 metre Reserves

D. **GENERAL MANAGER OF CORPORATE SERVICES**

i. **Real Estate Division**

(a) Declaration of Surplus Property – 14 Cheever Street

(b) Declaration of Surplus Properties

E. **ACTING SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

Monday, February 1st, 1999
9:30 o'clock a.m.
Room 233, City Hall

1A(a)

The Transport and Environment Committee met.

There were present:
Alderman C. Collins, Chairman
Alderman D. Wilson, Vice-Chairman
Alderman M. Kiss
Alderman A. Horwath
Alderman B. Morelli
Alderman T. Jackson
Alderman F. D'Amico

Absent:
Mayor R. M. Morrow
Alderman T. Anderson

Also Present:
B. Price, Hamilton Safety Council
D. Lychak, City Manager
D. Lobo, Commissioner of Public Works and Traffic
M. Hazell, Public Works and Traffic Department
R. Meiers, Public Works and Traffic Department
G. Corsini, Public Works and Traffic
K. Nutley, Municipal Clerk's Office
C. Biggs, Acting Secretary

1. **CONSENT AGENDA**

A. **ADOPTION OF THE MINUTES**

The minutes of the Transport and Environment Committee meeting held January 18th, 1999 were adopted as circulated to the Committee members.

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) **No. 67 Francis Street**
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated January 18th, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of Francis Street commencing at a point 115 feet west of Cheever Street and extending to a point 21 feet westerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

(b) **No. 334 Emerald Street North, Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated January 21st, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Emerald Street North commencing at a point 63 feet south of Birge Street and extending to a point 17 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Bruce Carson, 334 Emerald Street North.

(c) **Redfern Avenue, Jewel Street and Gem Court Parking Regulations**

The Committee was in receipt of a report dated January 21st, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a full-time "No Parking" regulation be implemented on the south side of Redfern Avenue from Sanatorium Road to Chedmac Drive; and,

(b) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of Redfern Avenue from Sanatorium Road to Chedmac Drive; and,

(c) That a full-time "No Stopping" regulation be implemented on both sides of Redfern Avenue commencing at Sanatorium Road and extending to a point 100 feet westerly therefrom; and,

(d) That a full-time "No Parking" regulation be implemented on the east side of Jewel Street from Redfern Avenue to Gem Court;

(e) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of Jewel Street from Redfern Avenue to Hepburn Crescent; and,

(f) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Gem Court from Jewel Street to the easterly end and including the bulb; and,

(g) That the City of Hamilton Traffic By-law 89-72 be amended accordingly.

ii. **Miscellaneous**

(a) **Supply and Delivery of Traffic Paint during 1999, Public Works and Traffic Department**

The Committee was in receipt of a report dated January 6th, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to IBIS Products Limited, Scarborough, Ontario, for the supply and delivery of traffic paint as and when required during 1999 by the Public Works and Traffic Department, being the only bid received and being in accordance with the specifications issued by the Purchasing Division's tender, and that the estimated expenditure of $225,000 be financed through the Pavement Markings Account No. CH5653 75999.

(b) **No. 116 East 23rd Street, Request to Amend an Existing Wheelchair Loading Zone Regulation**

The Committee was in receipt of a report dated January 13th, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping, Wheelchair Loading Zone, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the west side of East 23rd Street, commencing at a point 162 feet north of Queensdale Avenue East and extending to a point 19 feet northerly therefrom, be revised such that the regulation is in effect 24 hours a day, seven days a week, and that the City Traffic By-law 89-72 be amended accordingly.

(c) **No. 54 Kinrade Avenue – Request for a Wheelchair Loading Zone**

The Committee was in receipt of a report dated January 18th, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 9:00 a.m. to 5:00 p.m., Seven Days a Week" regulation be implemented on the east side of Kinrade Avenue commencing at a point 517 feet south of Barton Street East and extending to a point 30 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(d) **1167827 Ontario Limited, No. 630 – 636 Main Street East – Commercial Boulevard Parking Agreement**

The Committee was in receipt of a report dated January 26th, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of Mr. Darko Vranich, President of 1167827 Ontario Limited, respecting 630 - 636 Main Street East, to execute a commercial boulevard parking agreement at the said address be approved, provided that:

(a) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on March 26, 1986 (current annual rate is $64.61 per space for the first two spaces and $32.31 per space for any additional spaces, per year) plus taxes, if any, in addition to the $10 encroachment insurance charge approved by the City Council on February 14, 1984; and,

(b) the owner pays a one-time $50 registration fee, as approved by the City Council on January 14, 1986; and,

(c) the owner pays a one-time $227.32 processing fee (including G.S.T.), as approved by the City Council on January 12, 1988; and,

(d) the owner complies with the requirements as set out in the policy approved by the City Council on June 24, 1975, respecting using a portion of road allowance for parking purposes; and,

(e) the driveway approach, parking area and other structures, as approved by the Commissioner of Public Works and Traffic, be constructed and maintained at the owners expense; and,

(f) the owner executes an agreement satisfactory to the Regional/City Solicitor, to indemnify and save the City harmless from actions, causes of action, interest, claims, demands, costs, damages and loss.

(e) **1999 – 2008 Provisional Capital Budget**

The Committee was in receipt of a report dated December 9th, 1998 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the Roads Division Capital Projects be considered for inclusion in the Ten Year 1999 – 2008 Provisional Capital Budget and forwarded to the Capital Budget Steering Committee.

C. ACTING SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

The Committee was in receipt of an information report dated February 1st, 1999 from the Acting Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports that were previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject	Date Distributed
January 11th	Commissioner of Public Works & Traffic	1999 Street Tree Trimming /Removal Programme	January 18th/99
January 12th	Commissioner of Public Works & Traffic	Winter Operations	January 18th/99
January 19th	Commissioner of Public Works & Traffic	Municipal Car Park No. 29 – 79 Mary Street	January 26th/99

2. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(a) PUBLIC WORKS DIVISION

Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys

The Committee was in receipt of a report dated January 22nd, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following changes be made in the maximum charges per metre of frontage for Local Improvement construction:

Item		Maximum Charge per Metre of Frontage Existing 1998	Proposed 1999
(i)	Curb Only	$ 73.00	$ 74.00
(ii)	Sidewalks Only	$103.00	$105.00
(iii)	Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	$149.00	$151.00
(iv)	Roadway Only	$255.00	$256.00
(v)	Alleys	$107.00	$ 90.00
(vi)	Roadway and Curbs only (Industrial Subdivisions)	$336.00	$338.00; and,

(b) That the Commissioner of Public Works and Traffic be authorized and directed to amend the Local Improvement By-law.

(b) **TRAFFIC DIVISION**

(i) **Operation of Municipal Car Parks in the vicinity of H.E.C.F.I.**

The Committee was in receipt of a report dated January 15th, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

No action was taken on the request of the H.E.C.F.I. Board of Directors to transfer to them the responsibility for managing and operating four municipal car parks in the vicinity of H.E.C.F.I..

City staff and H.E.C.F.I. staff were directed to continue to work on ways to promote the use of the Convention Centre parking garage and the York Parkade and to provide H.E.C.F.I. staff with more flexibility in terms of parking arrangements to assist in attracting conventions and events.

(ii) **Delawana Drive and Jerome Crescent – School Crossing Guard Request**

The Committee was in receipt of a report dated January 25th, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a School Crossing Guard be assigned to the intersection of Delawana Drive and Jerome Crescent during the morning, lunch and evening school crossing periods up until approval of the 1999 Departmental Budget; and,

(b) That said assignment be subject to the approval of an expansion package of approximately $6,000 plus administrative costs, which will be presented during the 1999 Current Budget Deliberations.

Schedule 'A'

CITY OF HAMILTON
1999 ROAD AND SIDEWALK IMPROVEMENT PROGRAMME

A. **Roads and Abutting Sidewalks**

STREET	FROM	TO	COMMENTS	ESTIMATE
Adeline Avenue	Main	Britannia	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer work	$494,000
Beechwood Avenue	Sherman	Lottridge	-road reconstruction-sidewalk reconstruction-both sides-in conjunction with Regional sewer and watermain work	$411,000
Delevan Crescent	Seven Oaks	Seven Oaks	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$226,000
Duncombe Avenue	Seven Oaks	Holt	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$336,000
*Dundurn Street	Aberdeen	South end	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$682,000
*East 44th Street	Fennell	Mohawk	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$867,000
Edith Avenue	Broker	Nova	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$478,000
Elcho Street	Wycliffe	Inverness	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$ 88,000
Ferndale Avenue	Dunkirk	Dundonald	-road reconstruction-sidewalk reconstruction-both sides	$320,000

Appendix "A" as referred to in Section 12 of the SECOND Report of the Transport and Environment Committee for 1999

A. **Roads and Abutting Sidewalks - continued**

STREET	FROM	TO	COMMENTS	ESTIMATE
Knyvet Avenue	Highcliffe	Inverness	-road reconstruction-sidewalk reconstruction -both sides-in conjunction with Regional sewer and watermain work	$253,000
		TOTAL A		**$4,155,000**

B. **Sidewalks Only**

STREET	FROM	TO	COMMENTS	ESTIMATE
Concession Street	Upper Sherman	Upper Gage	-sidewalk reconstruction-both sides –in conjunction with Regional sewer and watermain work	$168,000
Upper Wellington Street	Concession	Brucedale	-sidewalk reconstruction	$255,000
Armstrong Avenue	Glengrove	Hayes	-sidewalk reconstruction	$119,000
Fennell Avenue	West 5th	Garth	-sidewalk reconstruction	$161,000
Hayes Avenue	Bingham	Armstrong	-sidewalk reconstruction	$ 49,000
London Street	King	Lawrence	-sidewalk reconstruction	$ 61,000
		TOTAL B		**$813,000**

C. **Miscellaneous**

DESCRIPTION	ESTIMATE
Catch basin and drain connections in conjunction with Regional sewer projects	$ 10,000
Pavement Management System - annual update	$ 40,000
Streetlighting - various locations	$ 300,000
*Hot-in-place asphalt recycling - various locations	$1,374,000
Tree planting in conjunction with reconstruction projects	$ 68,000
TOTAL C	**$1,792,000**
GRAND TOTAL	**$6,760,000**

D. Supplementary List - Streets may be done in the order listed if residual funds are available

STREET	FROM	TO	COMMENTS	ESTIMATE
West 1st Street	Fennell	Richwill	-road reconstruction-sidewalk reconstruction -both sides-in conjunction with Regional sewer and watermain work	$673,000
Stewartdale	Greenhill	Montrose	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$467,000
Gledhill Crescent	Galt	Brigadoon	-sidewalk reconstruction-both sides	$153,000
Hester Street	Upper James	Upper Wellington	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$569,000
East 33rd Street	Fennell	Brucedale	-road reconstruction-sidewalk reconstruction-both sides	$176,000
		TOTAL D		**$2,038,000**

* Projects proposed to be tendered early in 1999 totalling $3,000,000

1A(b)

Monday, February 1st, 1999
10:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met in Special Session.

There were present:	Alderman C. Collins, Chairman Alderman D. Wilson, Vice chairman Alderman F. D'Amico Alderman A. Horwath Alderman T. Jackson Alderman M. Kiss Alderman B. Morelli
Absent:	Mayor R. M. Morrow – City Business Alderman T. Anderson – Bereavement
Also present:	Alderman B. Charters Alderman G. Copps Alderman B. Kelly D. Lobo, Commissioner, Public Works and Traffic M. Hazell, Public Works and Traffic R. Meiers, Public Works and Traffic B. Young, Public Works and Traffic C. Guthro, Public Works and Traffic C. Gibbs, Public Works and Traffic G. Aston, Roads Division P. Ryan, Law Department

The Committee received a presentation from the Commissioner of Public Works and Traffic with respect to snow clearing policies and procedures. Following concerns expressed by the members of Council, staff were directed to bring a report back to the Committee on the following:

(a) the feasibility of implementing a program through Parks and Recreation with community agencies/organizations that could offer assistance to seniors and the mobility impaired - i.e., snow clearing from their properties; and,

(b) snow removal by commercial and industrial property owners – revisit by-law to investigate the feasibility of establishing a fine for people who do not clear the snow off their sidewalks, and the feasibility of using by-law enforcement officers to assist in snow enforcement;

(c) snow removal procedures i.e., placement of snow from major roads onto corners of residential side streets and in courts, etc.

Taken as read and approved

ALDERMAN C. COLLINS, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Carolyn Biggs
Acting Secretary

February 1st, 1999

B(1)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 January 28
File No. TEC-045-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 28 Case Street - Request to remove a reserved "Permit Parking" space

RECOMMENDATION:

That the existing "Permit Parking" regulation on the south side of Case Street commencing at a point 69 feet west of Ruth Street and extending to a point 24 feet westerly therefrom, and on the north side of Case Street commencing at a point 170 feet west of Ruth Street and extending to a point 23 feet westerly therefrom, be removed and that the City of Hamilton Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

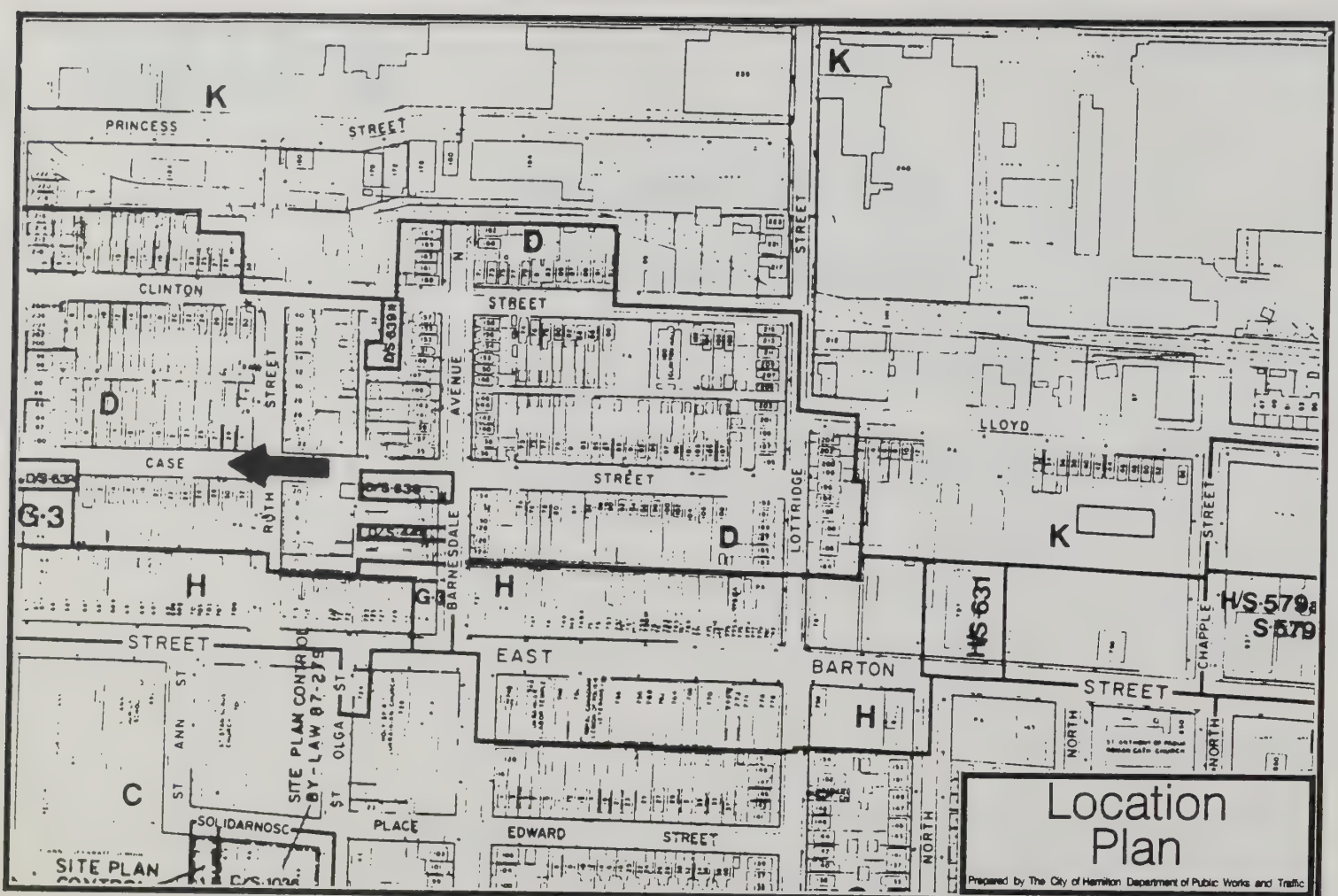
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing the subject signs.

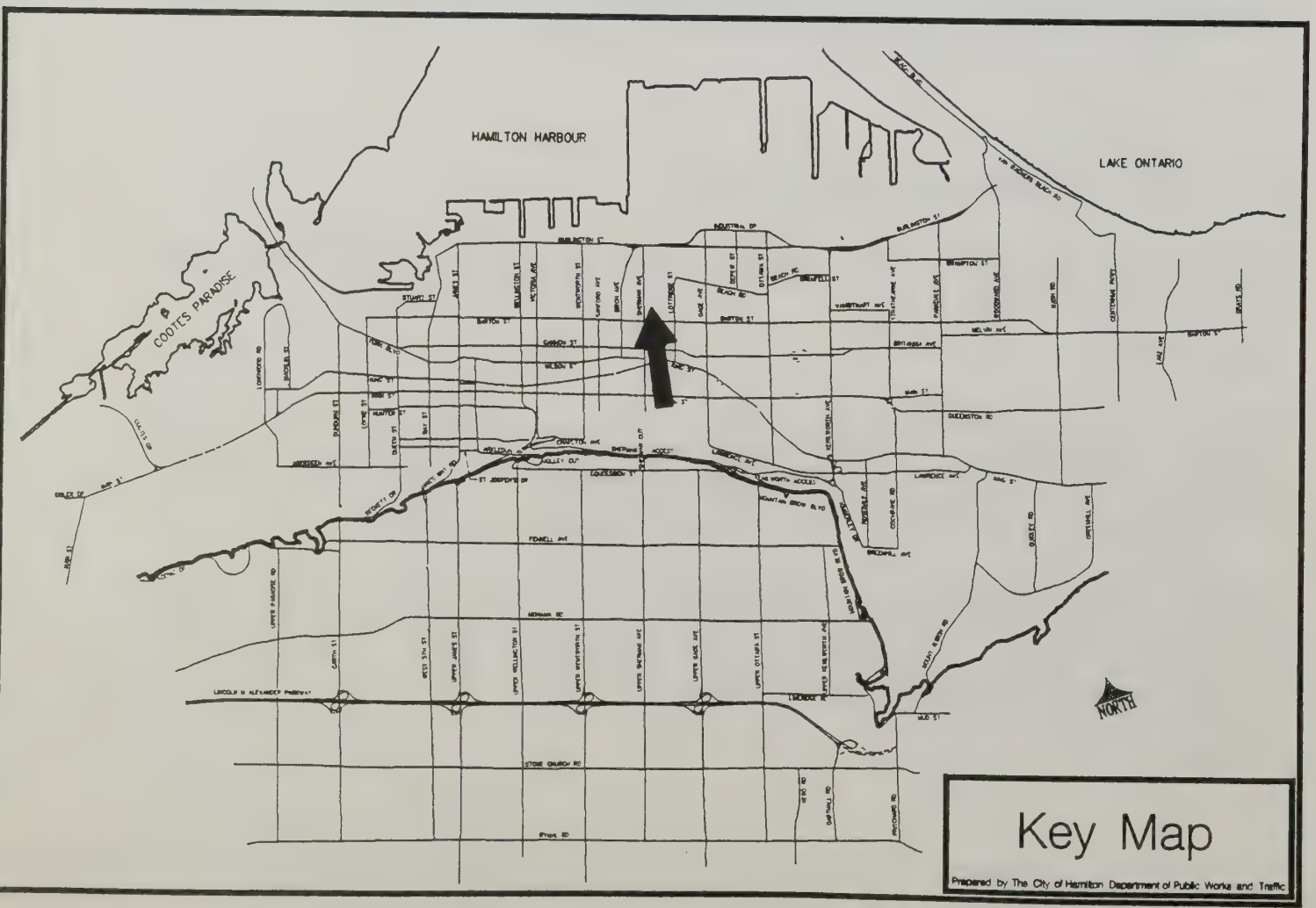
BACKGROUND:

Staff has received a request from Mrs. Dorothy Thomas, 28 Case Street, that the existing "Permit Parking" regulation in front of her home, and in front of the home of her neighbour, Mrs. Helen Zapora, 19 Case Street, be removed, since she no longer requires the use of either reserved space. Therefore, staff supports the request.

Case has a 25 foot pavement width and, at present, there is an "Alternate Side Parking" regulation on the street in this area. Removing the subject "Permit Parking" regulations will restore one parking space to each side of the street, which, as mentioned, is controlled by the "Alternate Side Parking" regulation.

CVB/MBH


PRINCESS STREET
CLINTON STREET
CASE STREET
STREET
AVENUE
BARNESDALE
LOTTRIDGE STREET
LLOYD STREET
CHAPPLE STREET
EAST BARTON STREET
NORTH
RUTH ST
ANN ST
OLGA ST
PLACE
EDWARD STREET
SOLIDARNOSC
SITE PLAN CONTROL BY-LAW 87-279
SITE PLAN
D
K
H
C
G-3
H/S-631
H/S-579
S-579
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(1)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 5
File No. TEC-046-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 16 Niagara Street – Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Niagara Street commencing at a point 153 feet north of Munroe Street and extending to a point 20 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Muriel Clemons, 16 Niagara Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

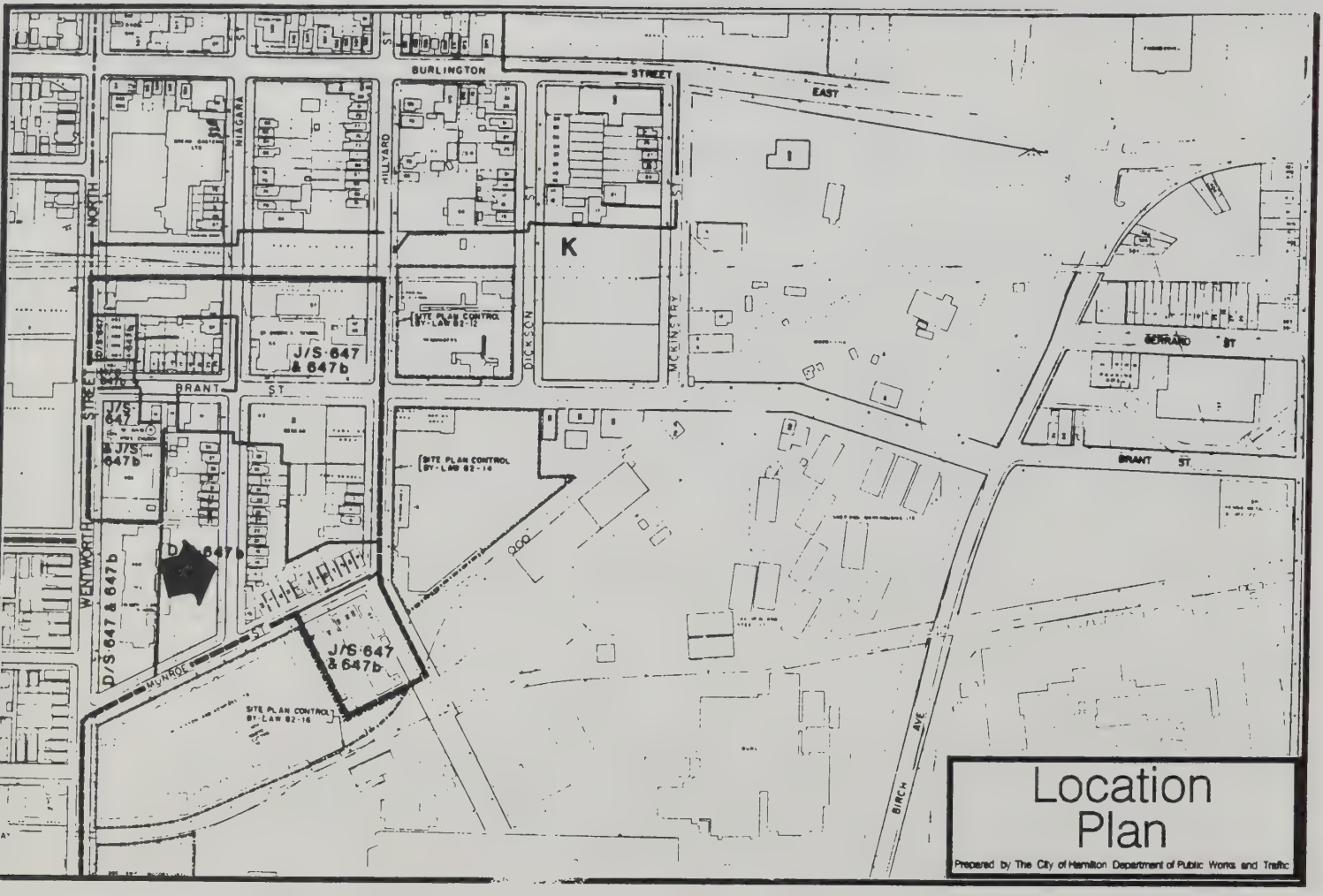
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

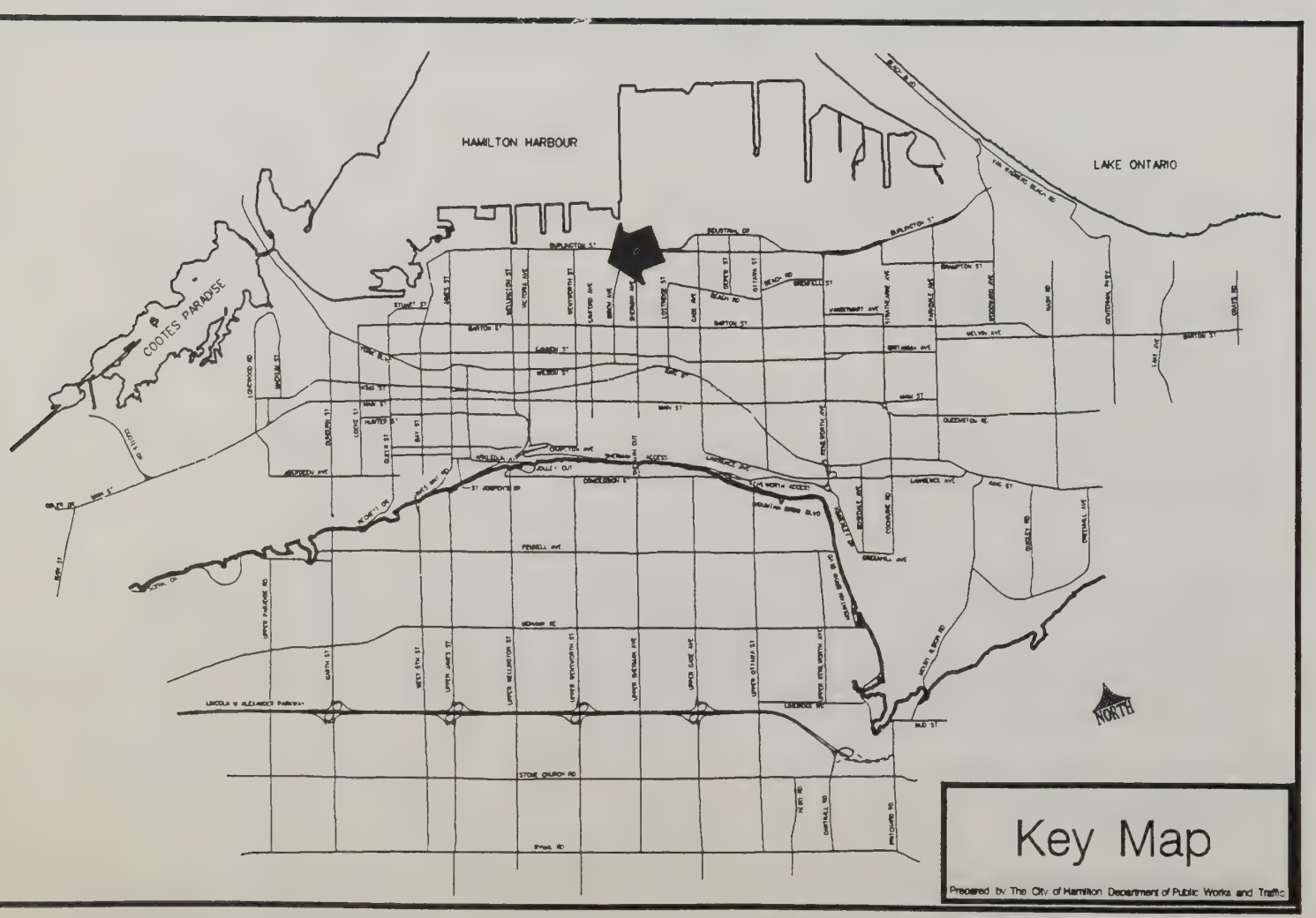
BACKGROUND:

Staff has received a request from Mrs. Muriel Clemons, 16 Niagara Street, that a reserved "Permit Parking" space be designated on the east side of the street directly in front of her home, since she is disabled.

Niagara has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the west side and a part-time parking prohibition to facilitate street maintenance operations on the east side of the street in this block. Staff has confirmed that Mrs. Clemons meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/klk


BURLINGTON STREET EAST
NIAGARA
HILLYARD
NORTH
DICKSON
MCKINSTRY
K
SITE PLAN CONTROL BY-LAW 82-12
J/S 647 & 647b
BRANT ST
BERTRAND ST
J/S 647
J/S 647b
SITE PLAN CONTROL BY-LAW 82-14
WENTWORTH STREET
D/S 647 & 647b
MUNROE
SITE PLAN CONTROL BY-LAW 82-16
BIRCH AVE
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 1
File No. TEC-047-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 139 Albany Avenue – Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the north side of Albany Avenue commencing at a point 242 feet east of Harmony Avenue and extending to a point 17 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Ann Keans, No. 139 Albany Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

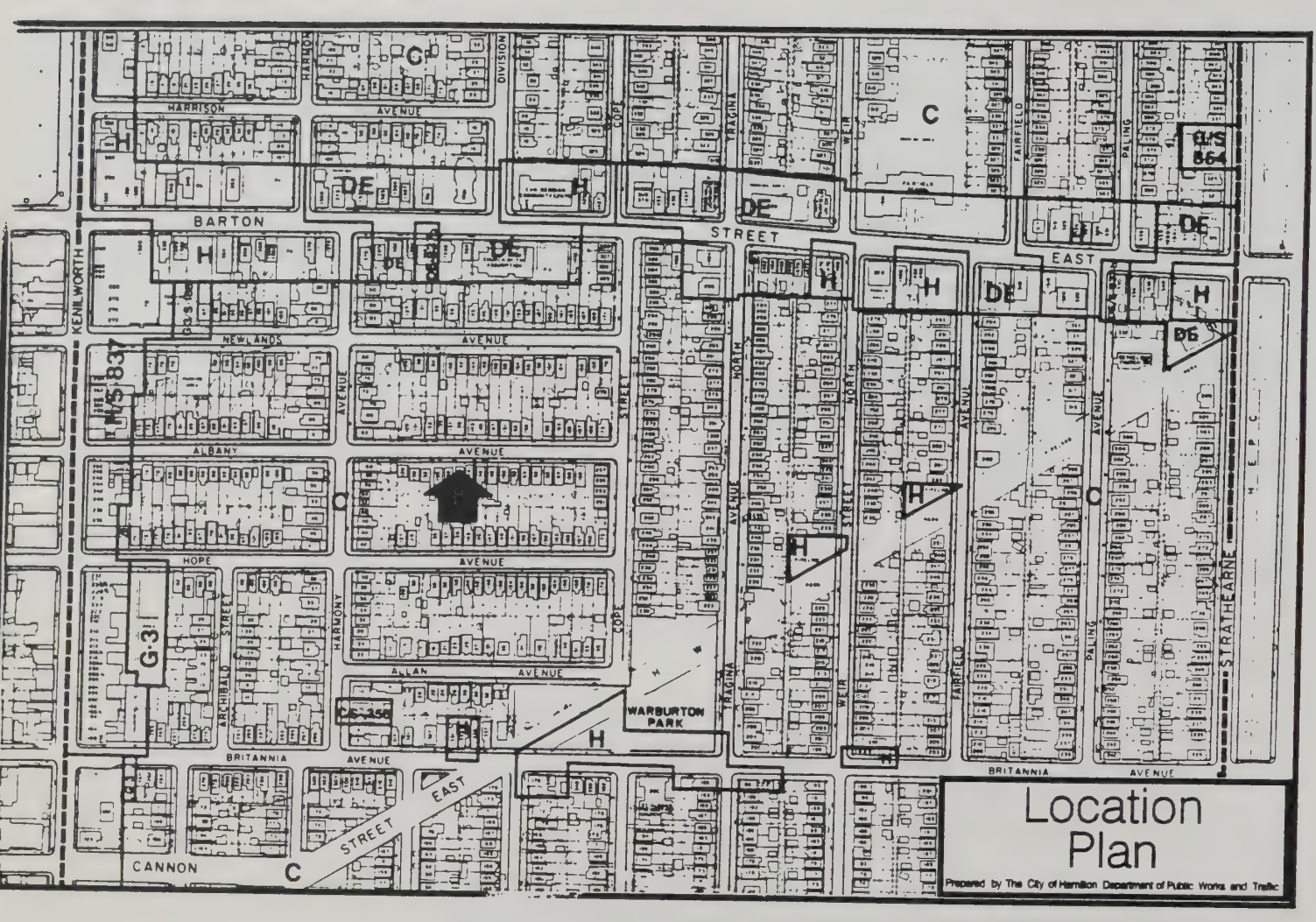
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

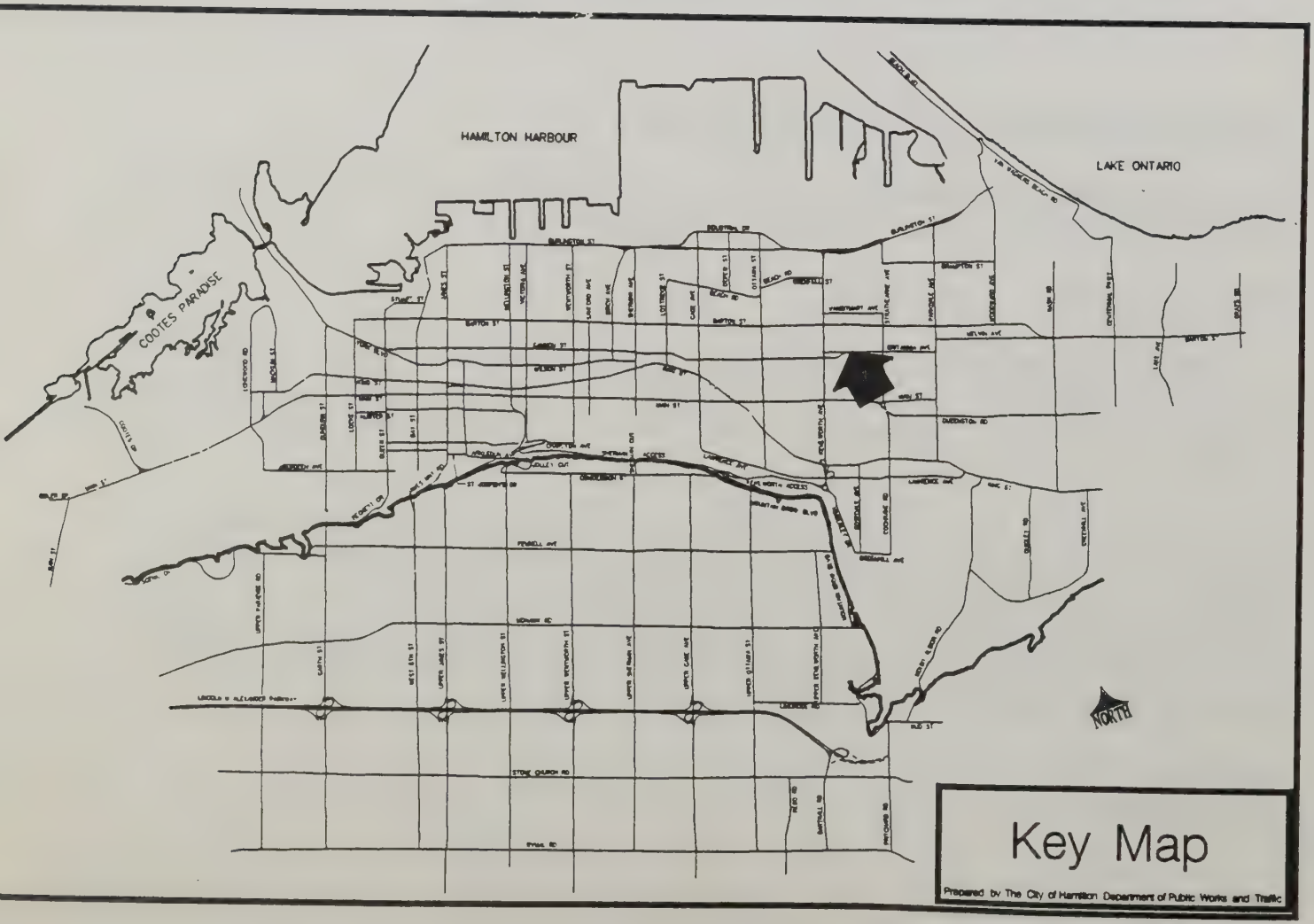
BACKGROUND:

Alderman Geraldine Copps has advised of a request from Mrs. White, on behalf of her sister, Ms. Ann Keans, 139 Albany Avenue, that a reserved "Permit Parking" space be designated on the north side of the street directly in front of her home, since she is disabled.

Albany has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. An investigation has revealed that there is off-street parking via a mutual driveway, however staff has been advised that the driveway is too narrow to accommodate Ms. Keans' vehicle. Staff has confirmed that Ms. Keans meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/klk


BARTON
STREET
EAST
KENILWORTH
AVENUE
NEWLANDS
ALBANY
HOPE
HARMONY
ARCHIBALD
STREET
ALLAN
BRITANNIA
CANNON
WARBURTON
PARK
STRATHEARNE
DIVISION
WERA
TRACINA
FAIRFIELD
PALING
DE
H
C
M5 837
G-3
Location
Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 1
File No. TEC-048-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 145 Ferrie Street East – Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the north side of Ferrie Street East commencing at a point 286 feet east of Mary Street and extending to a point 16 feet easterly therefrom; and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. John Chaika, 145 Ferrie Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

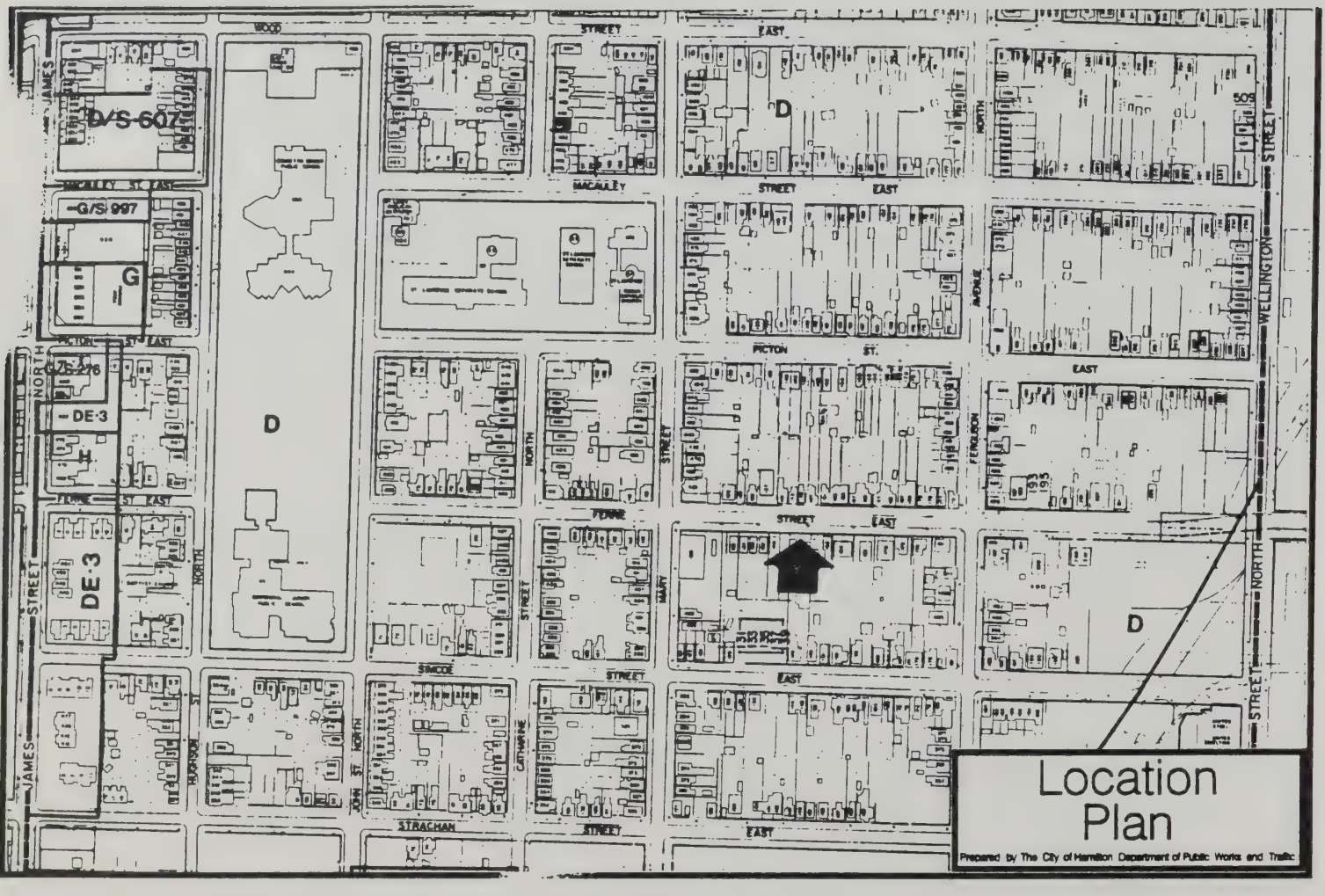
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

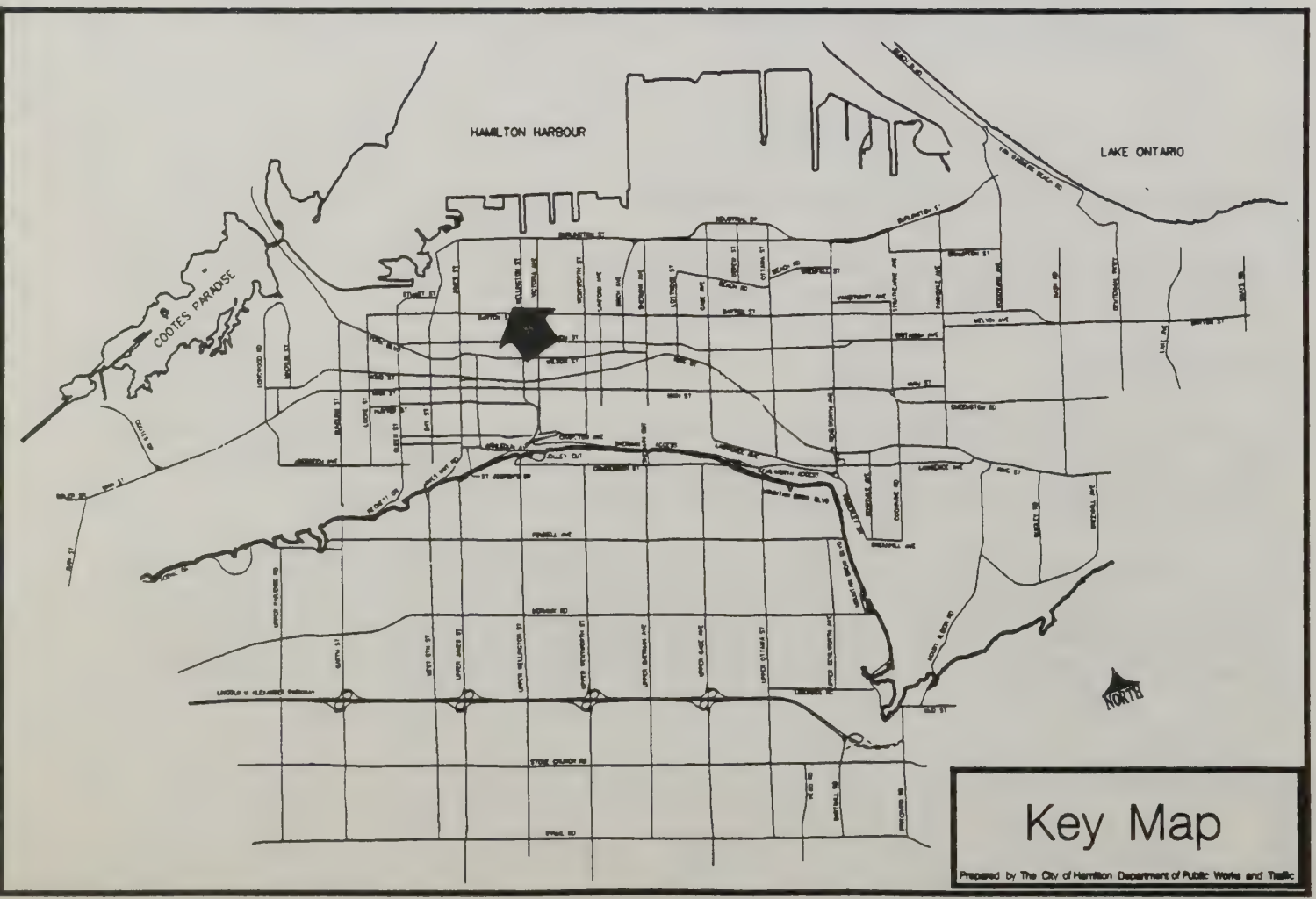
BACKGROUND:

Alderman Corsini has advised staff of a request from Mrs. Gayl Gratten, 145 Ferrie Street East, that a reserved "Permit Parking" space be designated on the north side of the street directly in front of her father's home, since her father is disabled.

Ferrie has a 25 foot pavement width, and presently, there is a "No Parking" regulation on the south side and unrestricted parking on the north side of the street in this block. Staff has confirmed that Mr. Chaika meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/klk


Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 11
File No. TEC-054-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 438 MacNab Street North – Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of MacNab Street North commencing at a point 56 feet north of Macauley Street West and extending to a point 18 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Joan Carubba, 438 MacNab Street North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

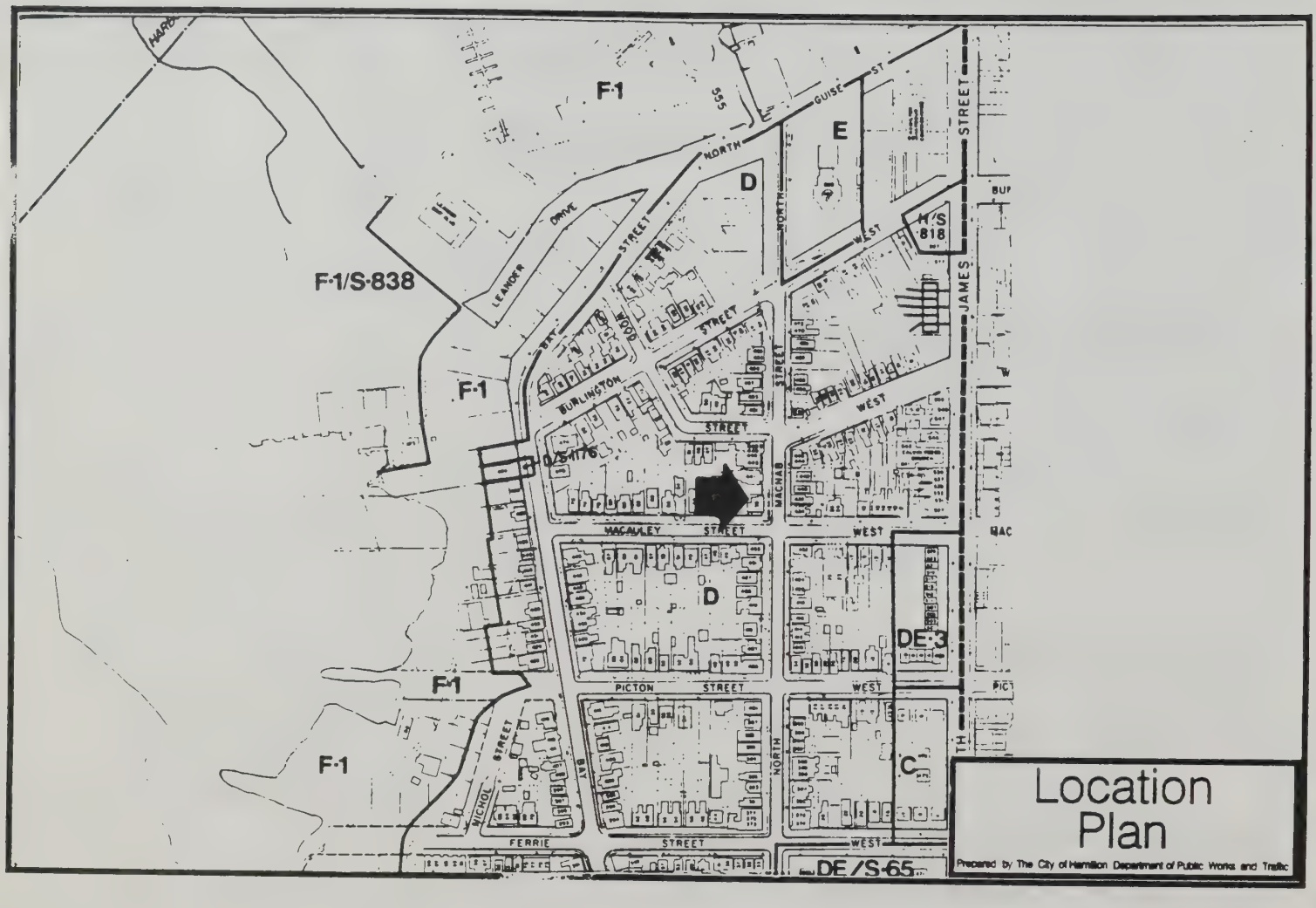
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

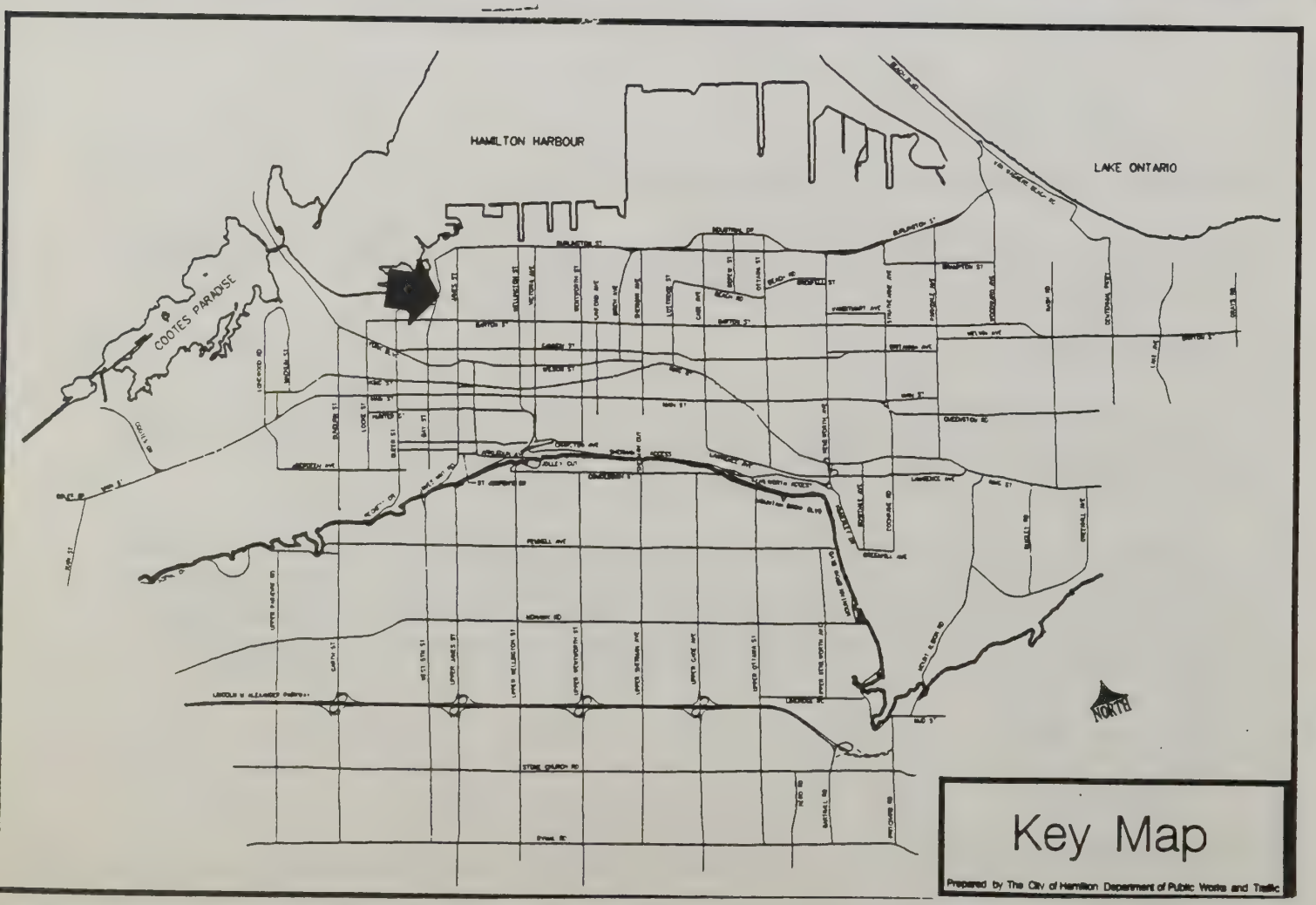
BACKGROUND:

Alderman Ron Corsini has advised of a request from Mrs. Joan Carubba, 438 MacNab Street North, that a reserved "Permit Parking" space be designated on the east side of the street directly in front of her home, since she is disabled.

MacNab has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this block. Staff has confirmed that Mrs. Carubba meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/klk


F-1
F-1/S-838
F-1
F-1
F-1
D
E
D
D
DE-3
C
DE/S-65
GUISE
NORTH
STREET
LEANDER
DRIVE
BURLINGTON
STREET
MACAULEY
STREET
PICTON
STREET
FERRIE
STREET
NICHOL
AVE
JAMES
NORTH
WEST
MACNAB
STREET
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 12
File No. TEC-062-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 103 Gertrude Street – Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the north side of Gertrude Street commencing at a point 78 feet east of Rowanwood Street and extending to a point 20 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Richard Keast, 103 Gertrude Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

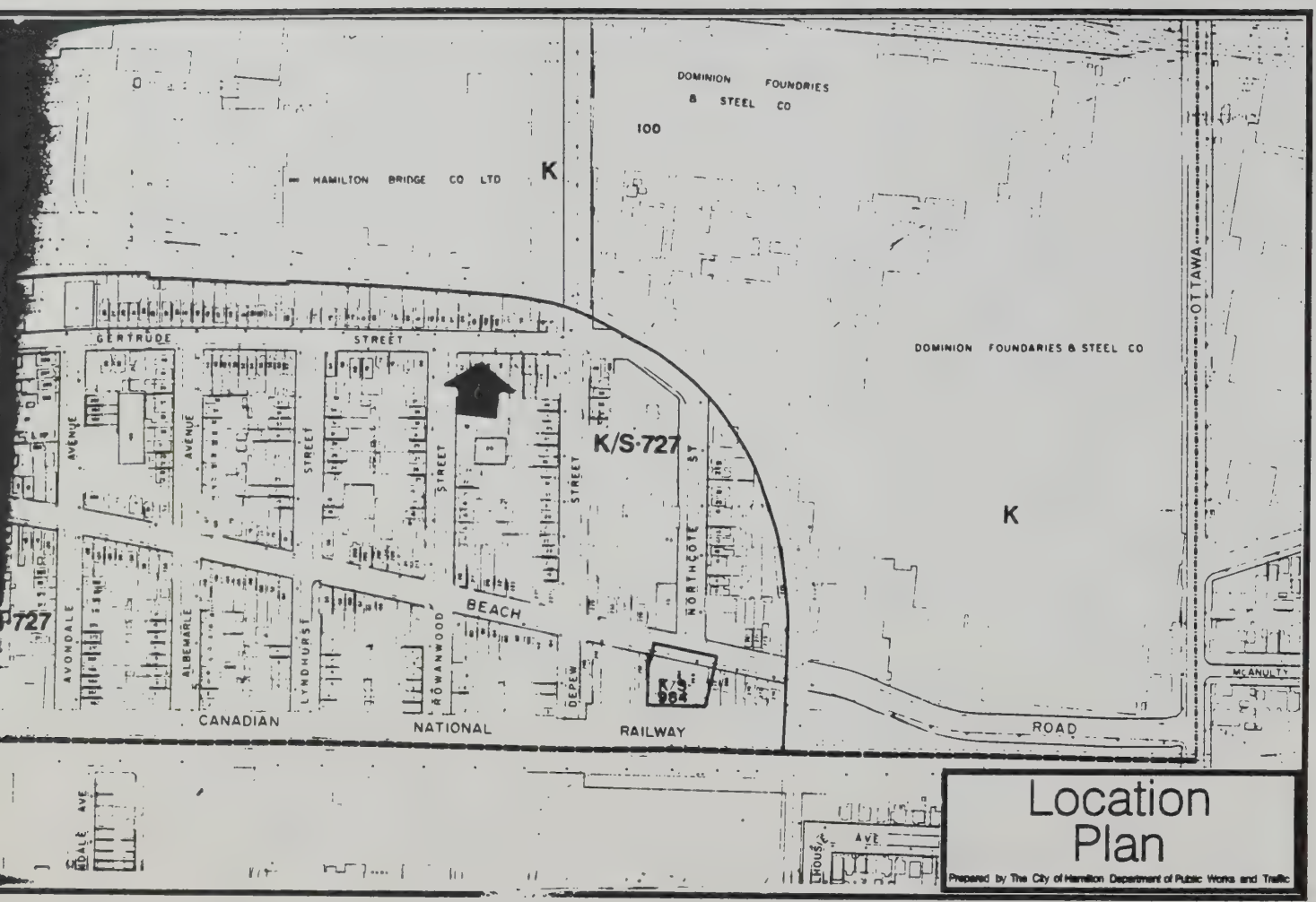
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

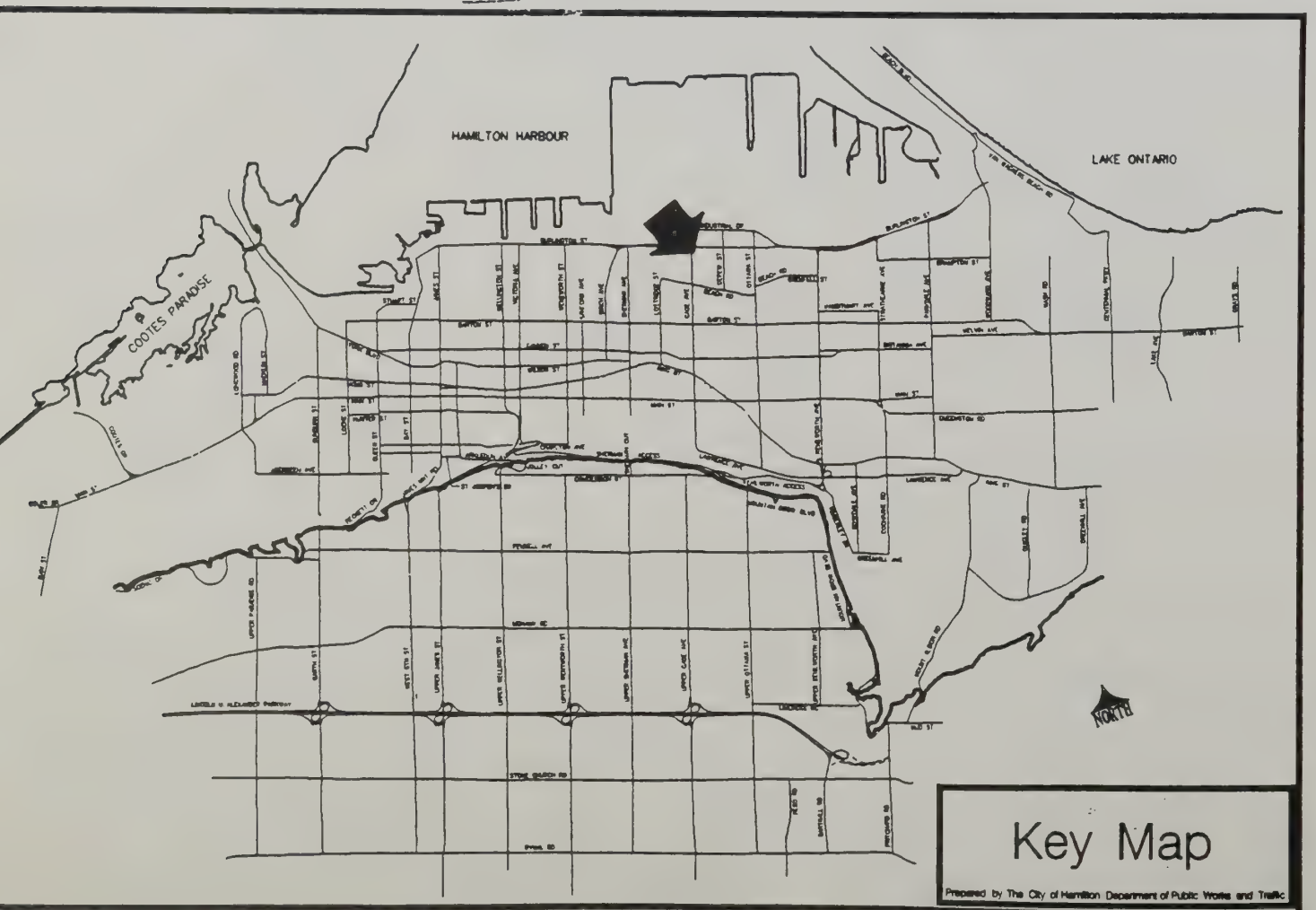
BACKGROUND:

Staff has received a request from Mr. Richard Keast, 103 Gertrude Street, that a reserved "Permit Parking" space be designated on the north side of the street directly in front of his home, since he is disabled.

Gertrude has a 24 foot pavement width, and presently, there is a "No Parking" regulation on the south side and a "One Hour Parking Time Limit, 24 Hours a Day, Monday to Friday" regulation on the north side of the street in this block. Staff has confirmed that Mr. Keast meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/klk


DOMINION FOUNDRIES & STEEL CO
100
HAMILTON BRIDGE CO LTD
K
GERTRUDE STREET
DOMINION FOUNDARIES & STEEL CO
OTTAWA
K/S-727
K
AVONDALE AVENUE
ALBEMARLE AVENUE
LYNDHURST STREET
ROWANWOOD STREET
DEPEW STREET
NORTHCOTE ST
BEACH
CANADIAN NATIONAL RAILWAY
ROAD
McANULTY
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 15
File No. TEC-063-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 79 Royal Avenue – Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the south side of Royal Avenue commencing at a point 231 feet west of Emerson Street and extending to a point 24 feet westerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

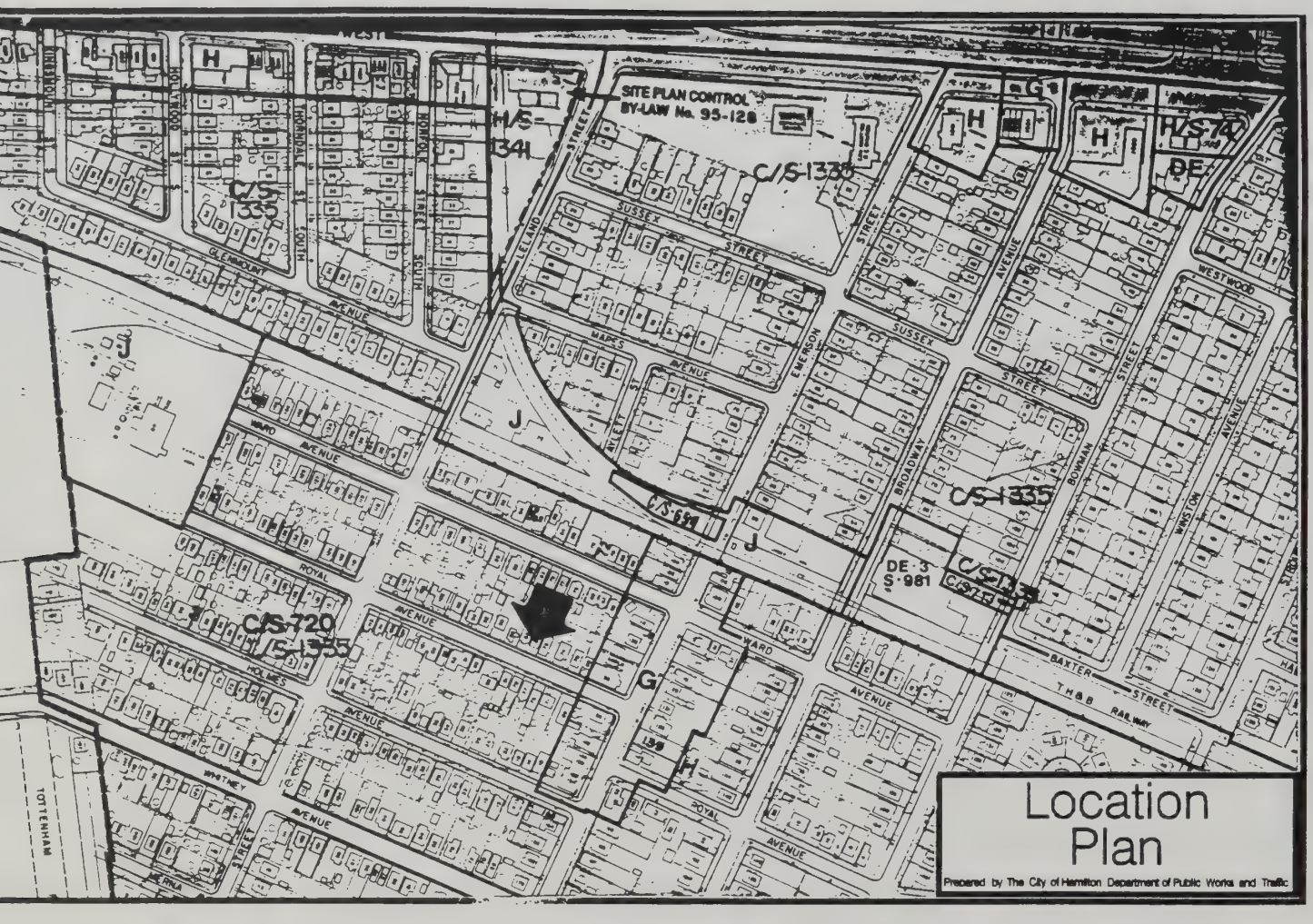
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing the subject signs.

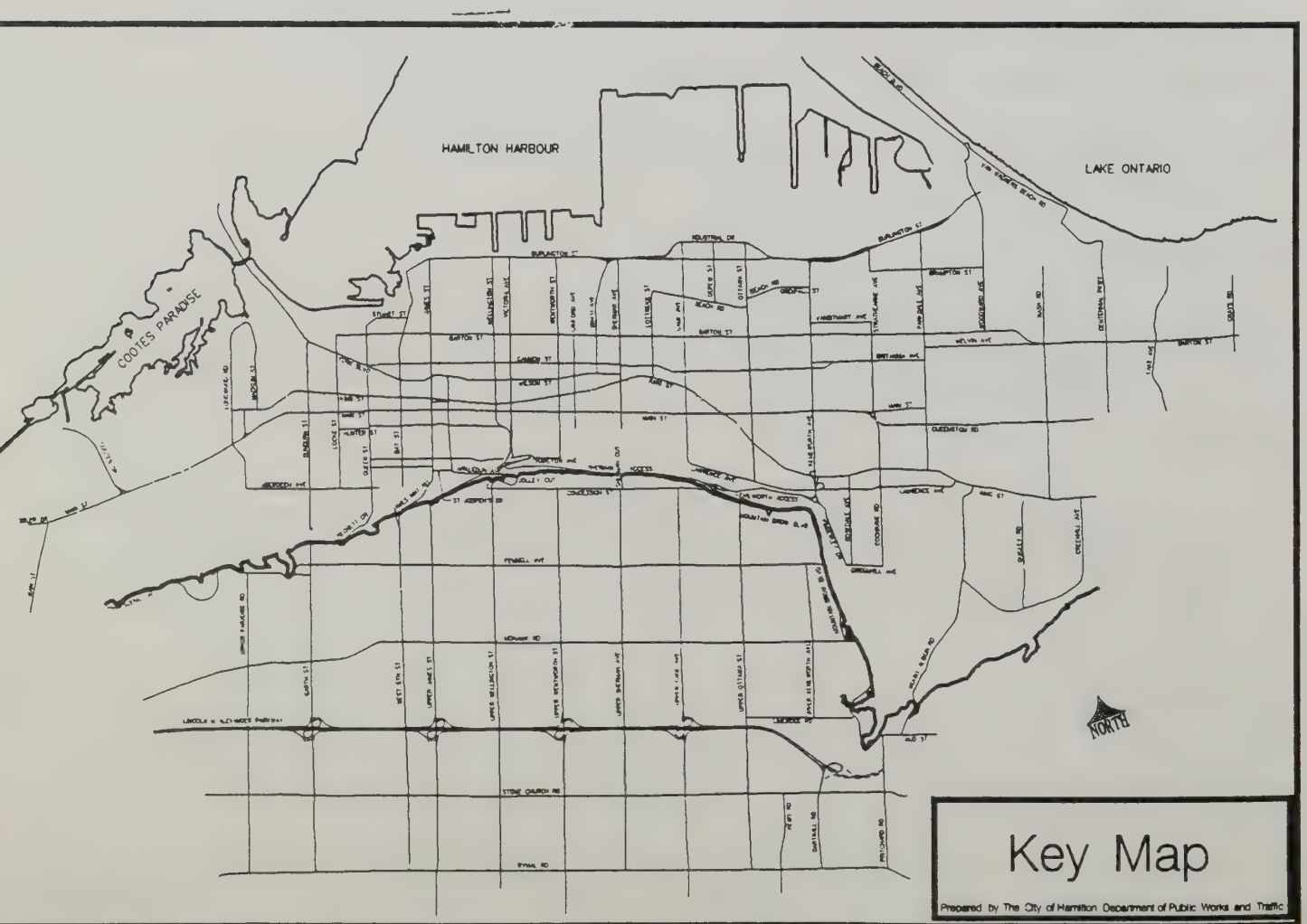
BACKGROUND:

The City Council at its meeting held 1997 April 29 approved a request from Mr. Gary Wolfe, 79 Royal Avenue, that a reserved "Permit Parking" space be designated on the south side of Royal in front of his home, since he is disabled. Staff has recently been advised, by Mr. Wolfe, that he is moving. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one parking space to the south side of the street which will be controlled by the existing "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation.

CVB/MBH/klk


SITE PLAN CONTROL
BY-LAW No. 95-128
H/S-341
C/S-1335
H/S-74
DE
C/S-720
C/S-1335
DE-3
S-981
C/S-1335
C/S-1335
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(1)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 17
File No. TEC-069-99 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 308 Cope Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Cope Street commencing at a point 40 feet south of Barton Street East and extending to a point 19 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Beverly Lutz, No. 308 Cope Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

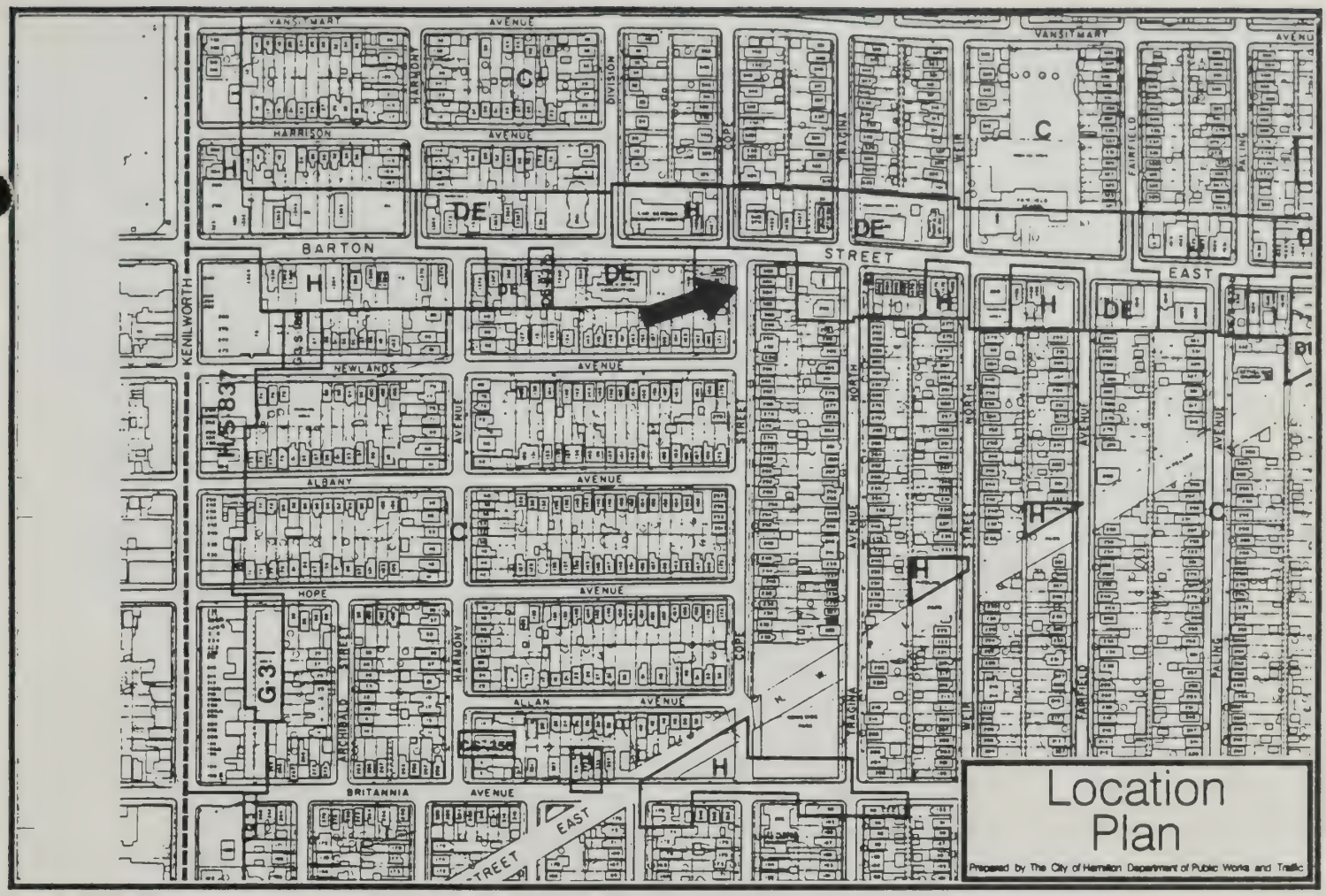
BACKGROUND:

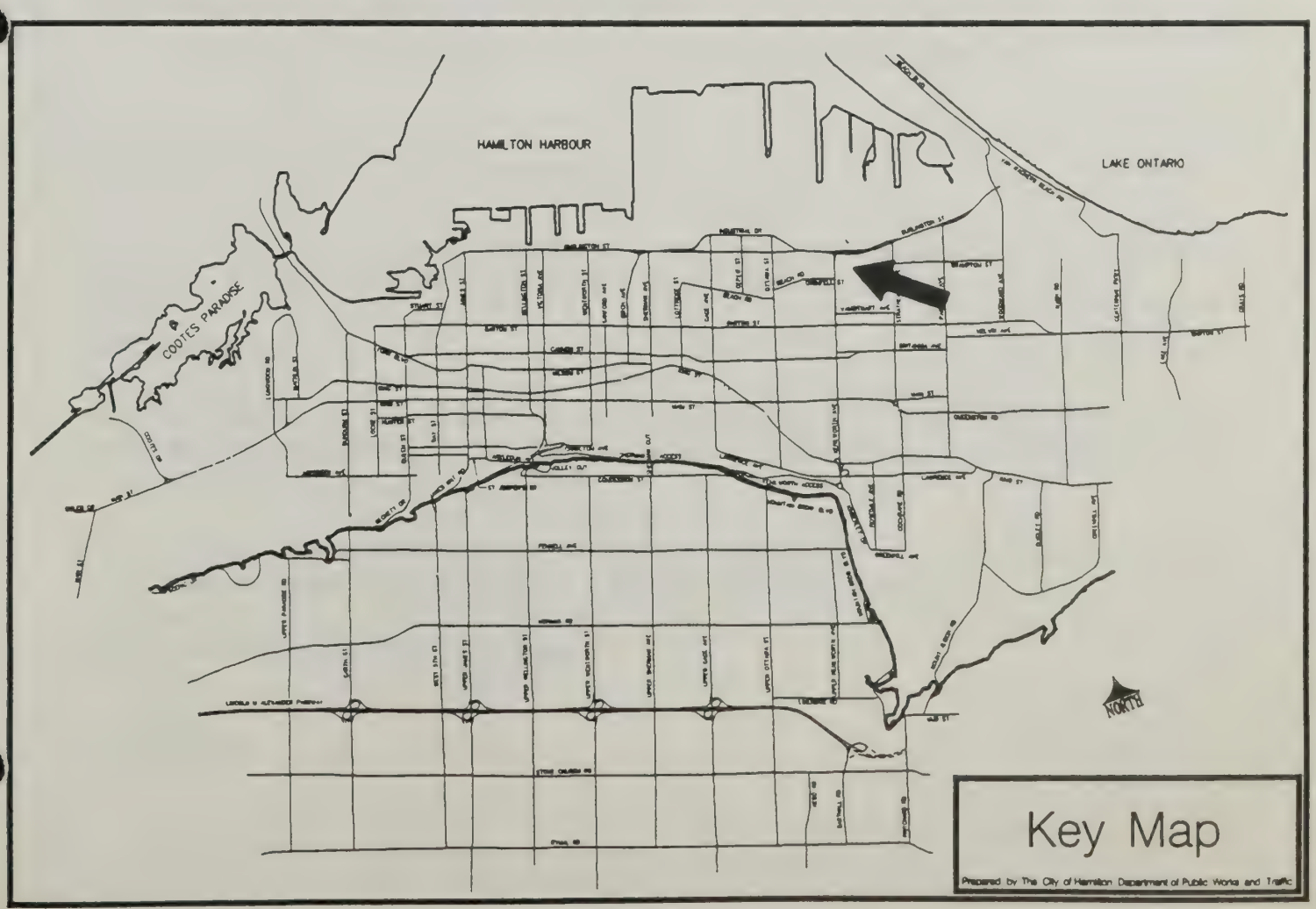
Staff has received a request from Ms. Beverly Lutz, No. 308 Cope Street, that a reserved "Permit Parking" space be designated on the east side of the street in close proximity to her home, and immediately adjacent to No. 306 Cope Street, since she is disabled.

Cope has a pavement width of 28 feet and, at present, there is a general provision "No Stopping-Signal Clearance" regulation in this area. Normal practice is to designate a reserved "Permit Parking" space directly in front of the home of the applicant, however, since Ms. Lutz's home abuts the aforesaid "No Stopping-Signal Clearance", it was decided to off-set the placement of the reserved "Permit Parking" zone in order to maintain a reasonable clearance for the intersection. Mr. Robertson, No. 306 Cope, supports the implementation of a reserved "Permit Parking" regulation directly in front of his home for the benefit of his neighbour.

Staff has confirmed that Ms. Lutz meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH


VANSITMART
AVENUE
HARRISON
AVENUE
BARTON
STREET
EAST
KENILWORTH
AVENUE
NEWLANDS
AVENUE
ALBANY
AVENUE
HOPE
AVENUE
ALLAN
AVENUE
BRITANNIA
AVENUE
HARMONY
AVENUE
TRACINA
AVENUE
FAIRFIELD
AVENUE
PALINE
AVENUE
H5
837
G3
Location
Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 17
File No. TEC-072-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 204 Locke Street North – Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Locke Street North commencing at a point 68 feet south of Barton Street West and extending to a point 24 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Melanee McAulay, No. 204 Locke Street North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

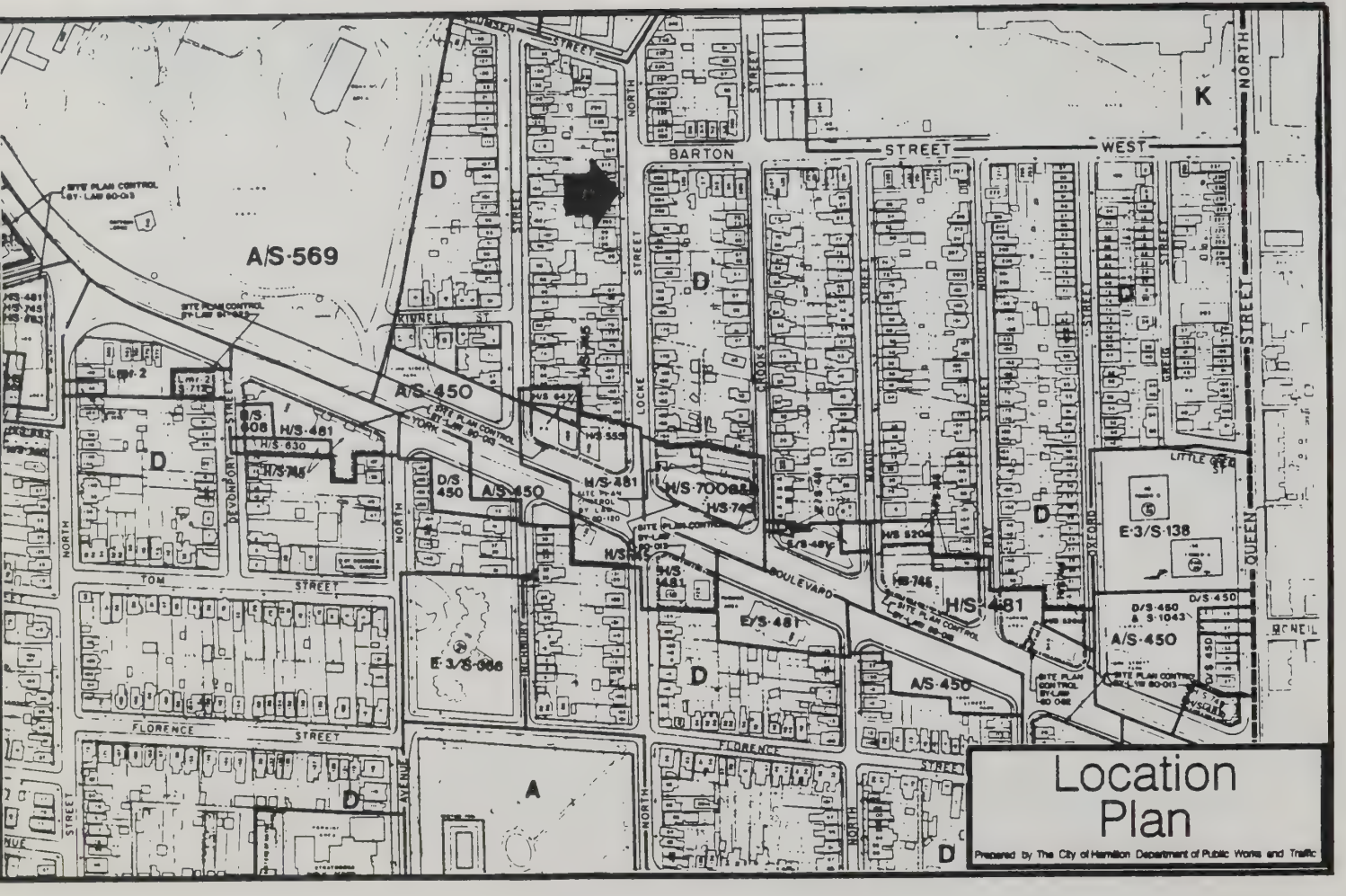
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

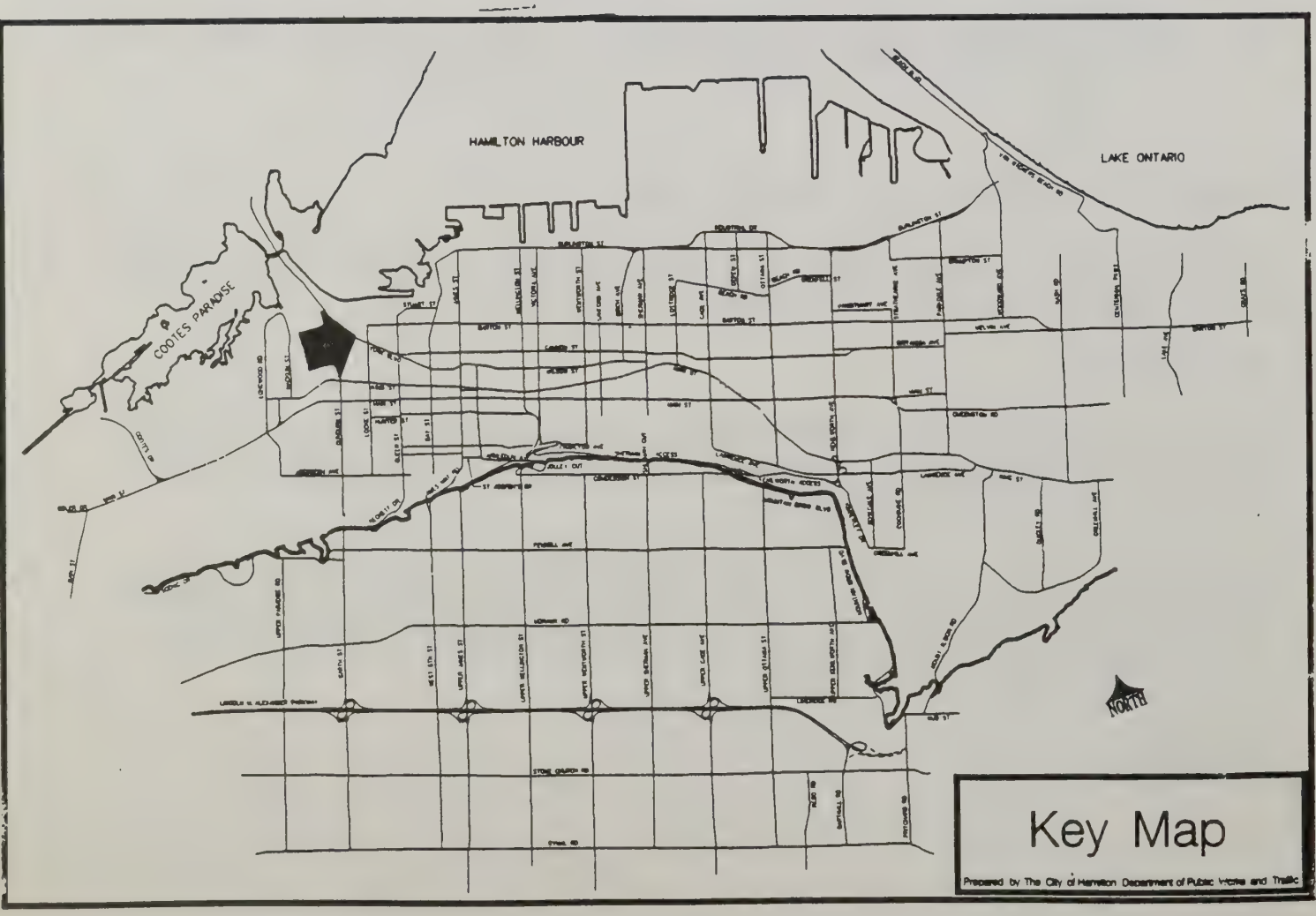
BACKGROUND:

Staff has received a request from Ms. Melanee McAulay, 204 Locke Street North, that a reserved "Permit Parking" space be designated on the east side of the street directly in front of her home, since she is disabled.

Locke has a 40 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. Staff has confirmed that Ms. McAulay meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/klk


BARTON
STREET
WEST
NORTH
QUEEN
STREET
A/S-569
A/S-450
H/S-481
H/S-630
H/S-745
H/S-700
H/S-748
E/S-481
E-3/S-138
E-3/S-986
D/S-450
A/S-1043
A/S-450
TOM
STREET
FLORENCE
STREET
BOULEVARD
Location
Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 9
File No. TEC-049-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Greenshire Drive between Stanlow Crescent and Glenayr Street - Parking Regulations

RECOMMENDATION:

That a full-time "No Parking" regulation be implemented on the south and east sides of Greenshire Drive commencing 135 feet south of Stanlow Crescent and extending to a point 119 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

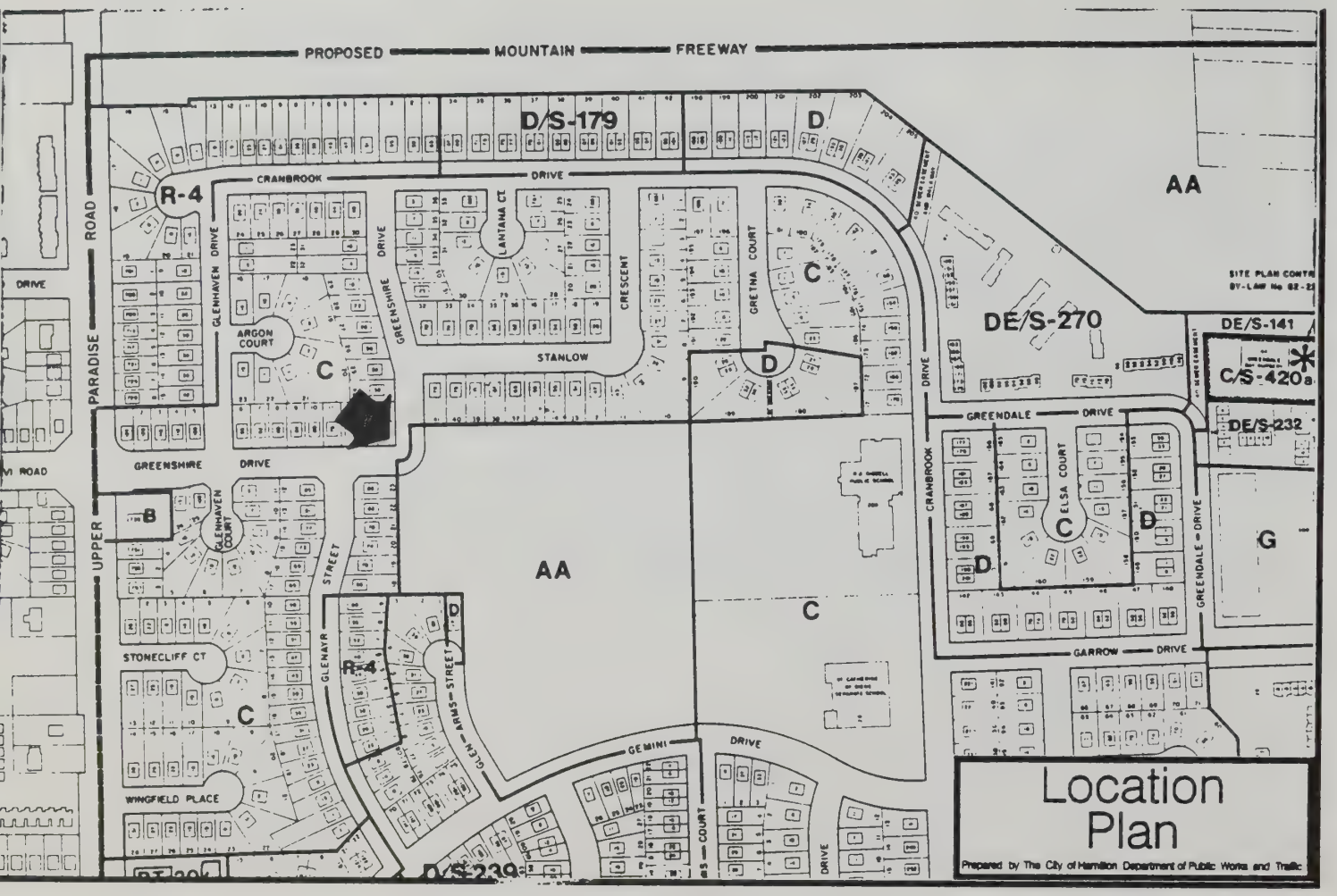
BACKGROUND:

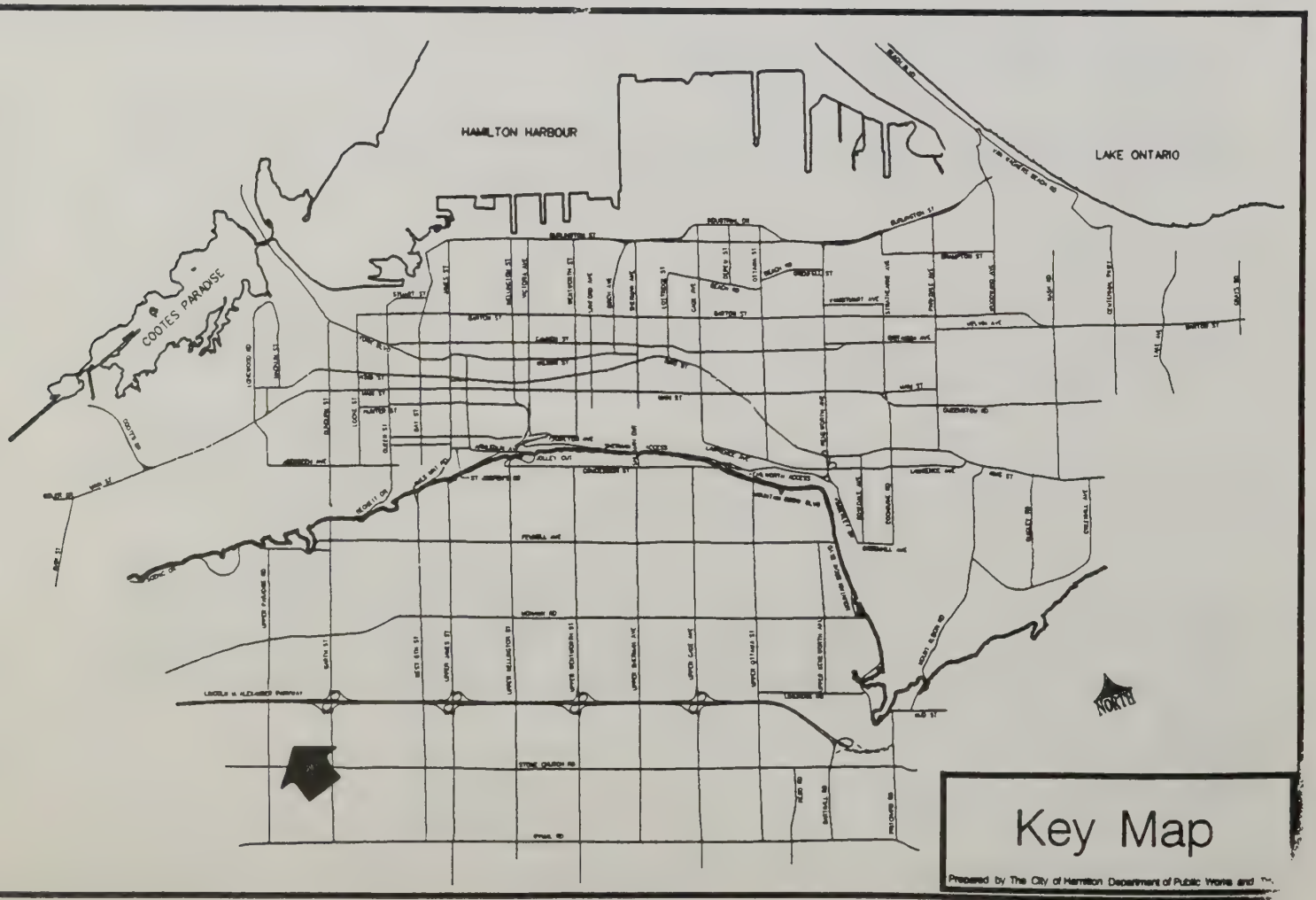
Staff has received a request from Mr. Turner, 108 Greenshire Drive, that a full-time "No Parking" regulation be implemented on the east side of the 90 degree bend of Greenshire adjacent to Gilkson Park to facilitate two-way traffic flow in this area.

Greenshire has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. Staff has confirmed that parked vehicles in this area do obstruct two-way traffic flow to some degree.

The implementation of the requested regulation would result in the loss of six on-street parking spaces. However, since parking is permitted on both sides of the street for the remainder of the block, and since all area residents have available off-street parking, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/klk


PROPOSED MOUNTAIN FREEWAY
D/S-179
D
AA
R-4
CRANBROOK DRIVE
PARADISE ROAD
GLENHAVEN DRIVE
ARGON COURT
GREENSHIRE DRIVE
LANTANA CT
CRESCENT
GRETNA COURT
STANLOW
C
DE/S-270
DE/S-141
C/S-420a
DE/S-232
GREENDALE DRIVE
ELSA COURT
G
B
GLENHAVEN COURT
STONECLIFF CT
GLENAYR STREET
GLEN ARMS STREET
WINGFIELD PLACE
GEMINI DRIVE
GARROW DRIVE
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and

B(i)(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 9
File No. TEC-057-99 / Author: T. Arnold

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking Regulations on Albright Road and Harrisford Drive adjacent to St. Luke School

RECOMMENDATION:

(a) That the existing "School Bus Loading Zone, 11:00 a.m. to 2:00 p.m., Monday to Friday" regulation on the east side of Harrisford Drive commencing at a point 165 feet south of Albright Road and extending 36 feet southerly be removed; and,

(b) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Albright Road commencing at a point 175 feet east of Harrisford Drive and extending 67 feet easterly; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing, manufacturing, erecting and maintaining the required signs.

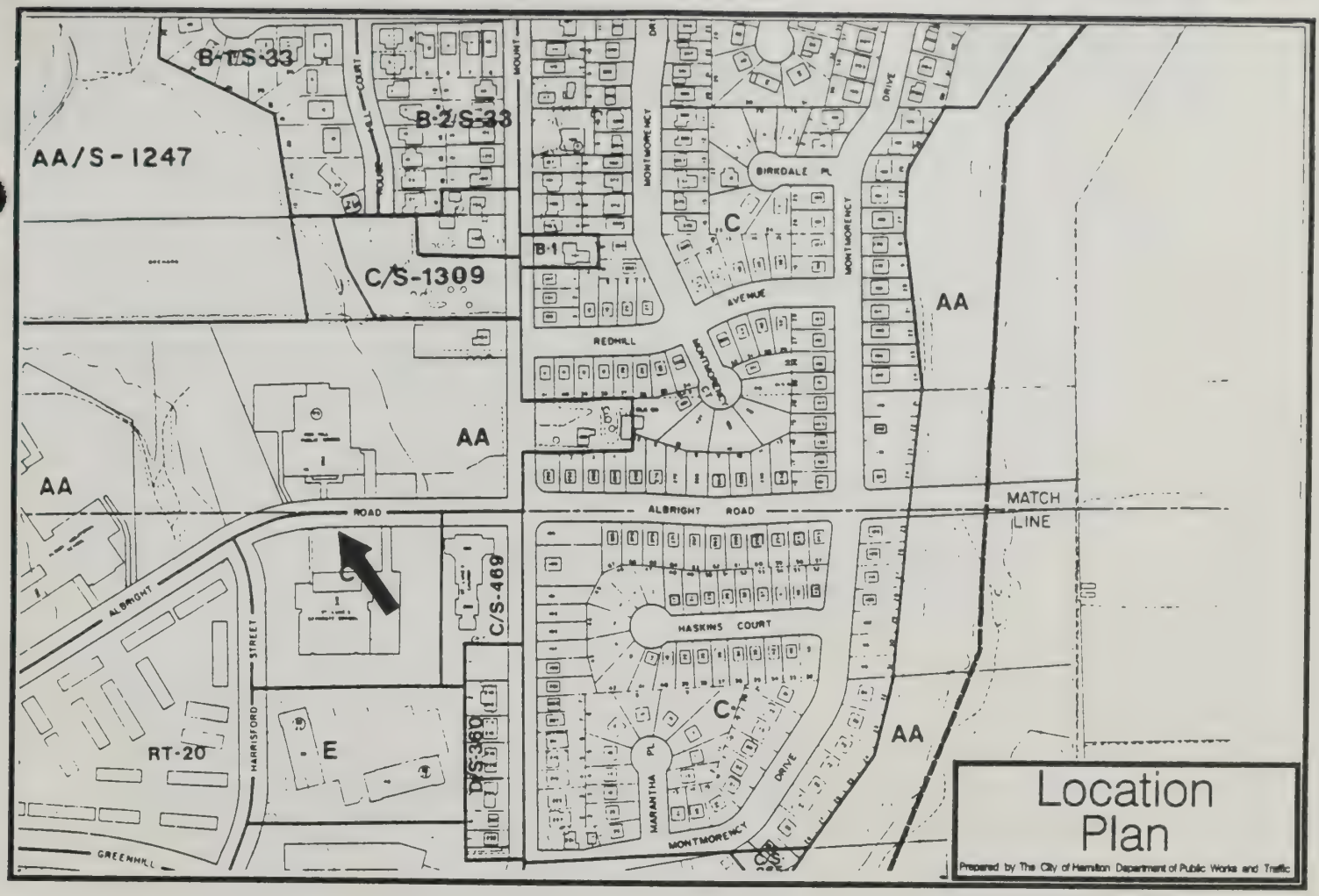
BACKGROUND:

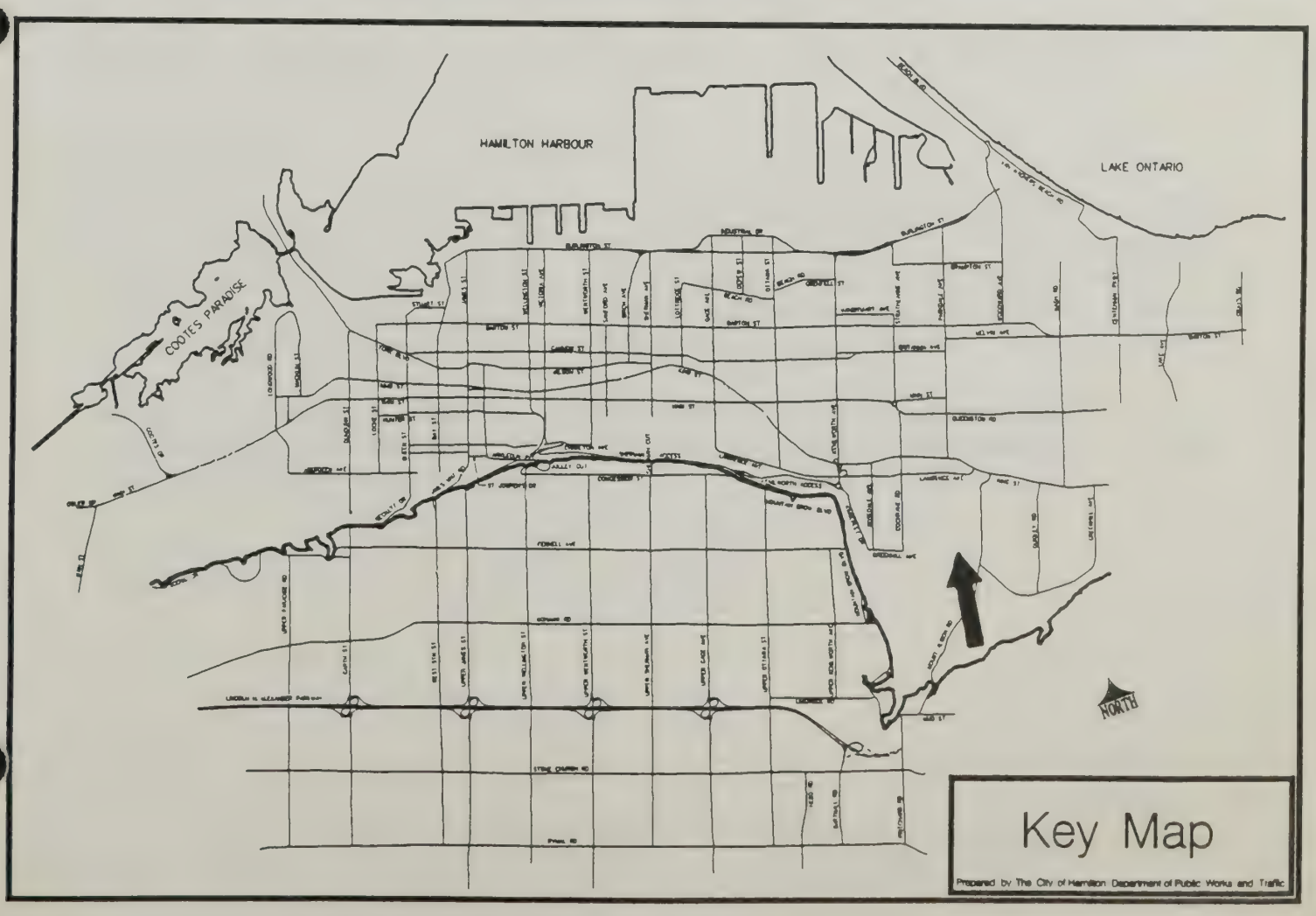
The Principal of St. Luke School has requested that the existing school bus loading zone on the east side of Harrisford Drive be relocated to the front doors of the school on Albright Road to place the children in closer proximity to the doors used for entry/dismissal.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Albright Road in this area, thus there will be no loss of on-street parking. Typically, much of the curb side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular

traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of school children is taking place on Albright, staff concurs with the request.

TA/MBH/klk


B-1/S-33
B-2/S-33
AA/S-1247
C/S-1309
B-1
C
AA
AA
AA
AA
RT-20
E
C/S-469
C/S-369
ROAD
ALBRIGHT ROAD
ALBRIGHT
HARRISFORD STREET
MONTMORENCY
BIRKDALE PL
REDHILL AVENUE
HASKINS COURT
MARANTHA PL
DRIVE
MATCH LINE
GREENHILL
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(l)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 10
File No. TEC-059-99 / Author: T. Arnold

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Bay Street North between Strachan Street West and Barton Street West - Parking Regulations

RECOMMENDATION:

That the existing "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" regulation on the west side of Bay Street North between Strachan Street West and Barton Street West be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

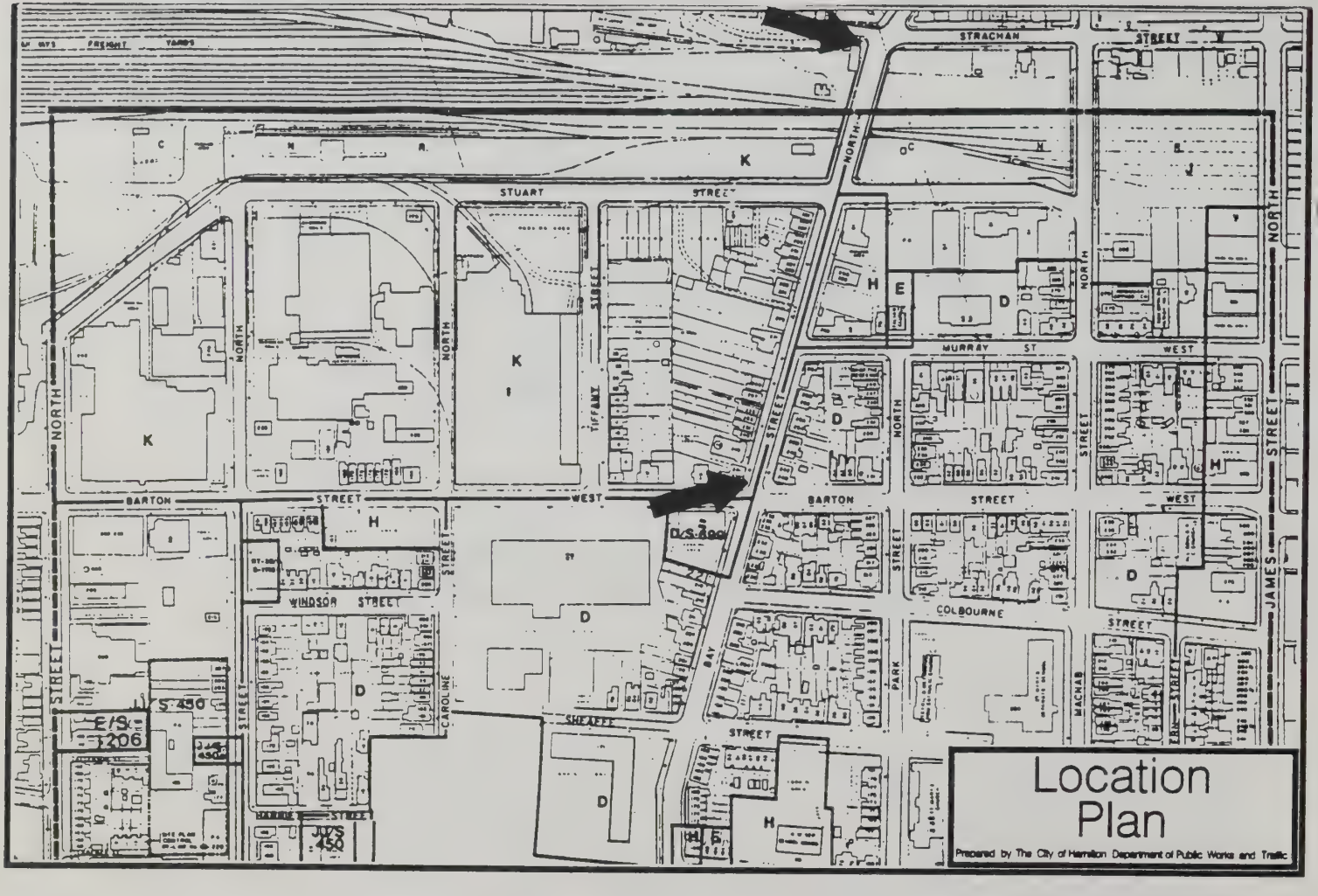
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing the subject signs.

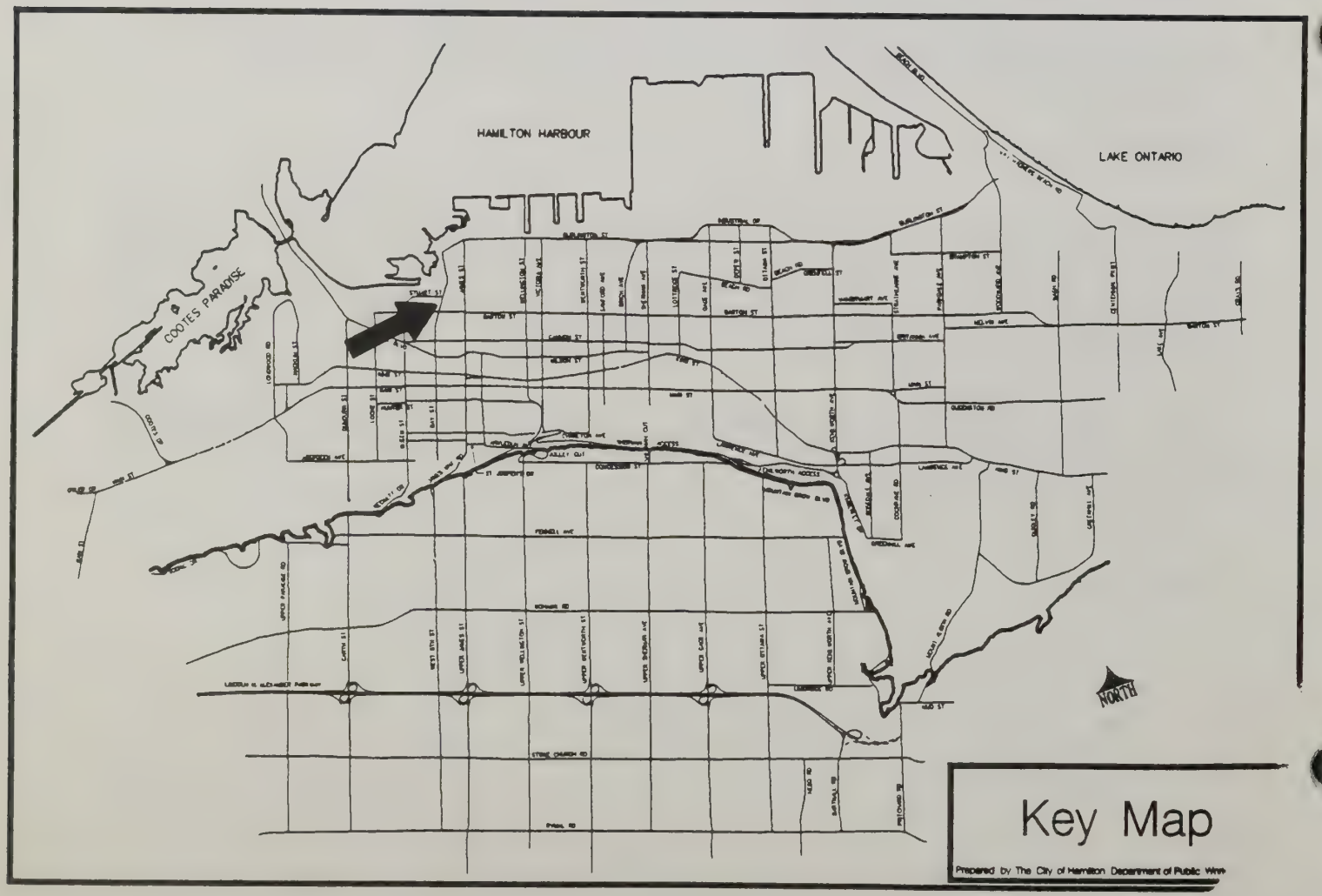
BACKGROUND:

Alderman Corsini recently received a request to remove the existing evening rush hour parking regulation on the west side of Bay Street North between Strachan Street West and Barton Street West to allow residents to park on the street during these times. This restriction was recently removed for the section of Bay from Strachan to Burlington as a result of concerns expressed at a neighbourhood meeting.

It has been determined that this regulation is over-restrictive and redundant based on existing traffic volumes. Therefore, since there will not be any negative effect on traffic flow, staff concurs with this request.

TA/MBH/klk


STRACHAN
STUART
STREET
NORTH
WEST
MURRAY ST
BARTON
WINDSOR STREET
CAROLINE
TIFFANY
COLBOURNE
JAMES
MACNAB
PARK
SHEAFFE
CITY
E/S
1206
S 450
Location
Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works

B(i)(m)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 11
File No. TEC-064-99 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: North Side Redfern Avenue from Sanatorium Road to Jewel Street - Parking Regulations

RECOMMENDATION:

That the existing by law entry providing for a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the north side of Redfern Avenue from Sanatorium Road to Jewel Street be revised such that the regulation is in effect from 8:00 a.m. to 8:00 p.m., Monday to Friday, and that the City of Hamilton Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

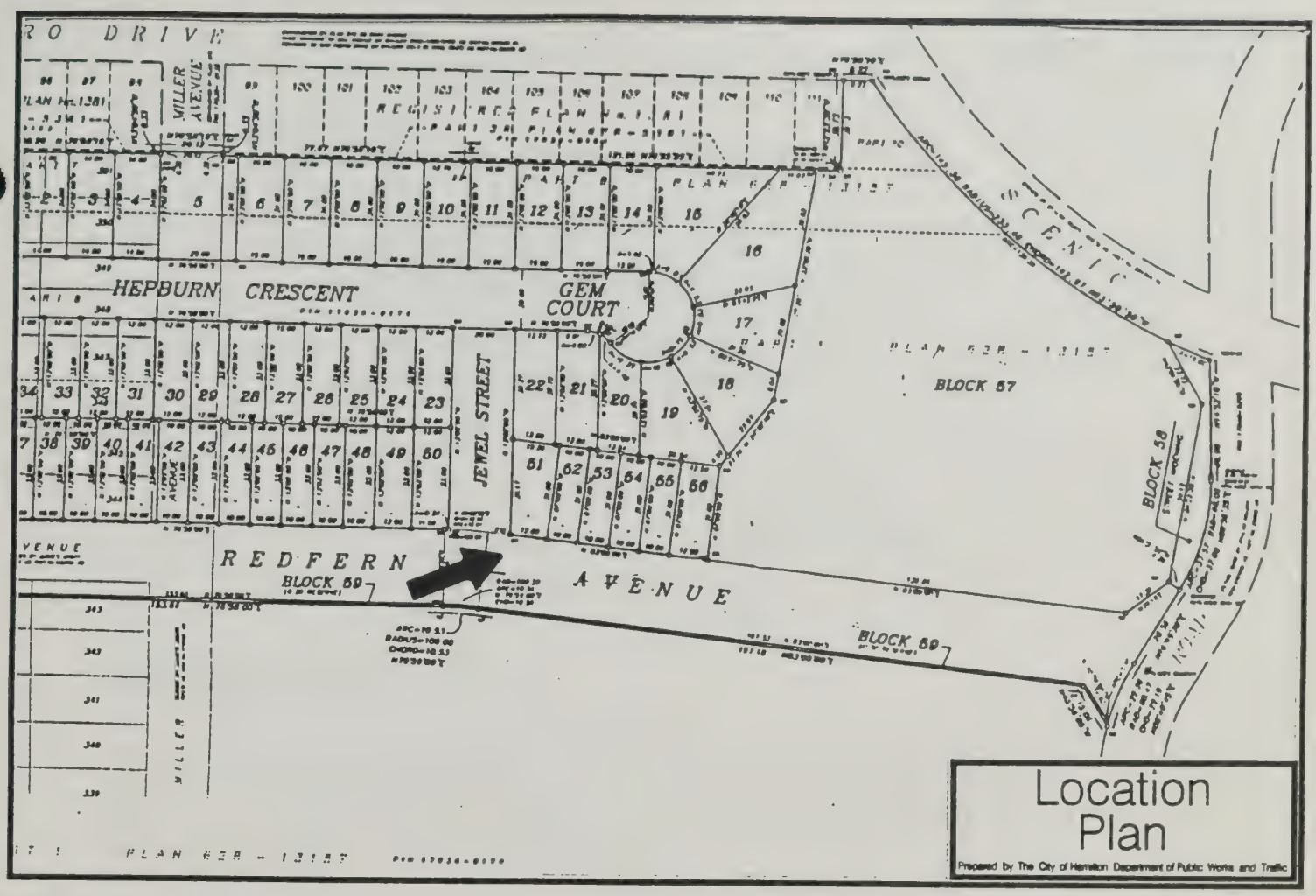
BACKGROUND:

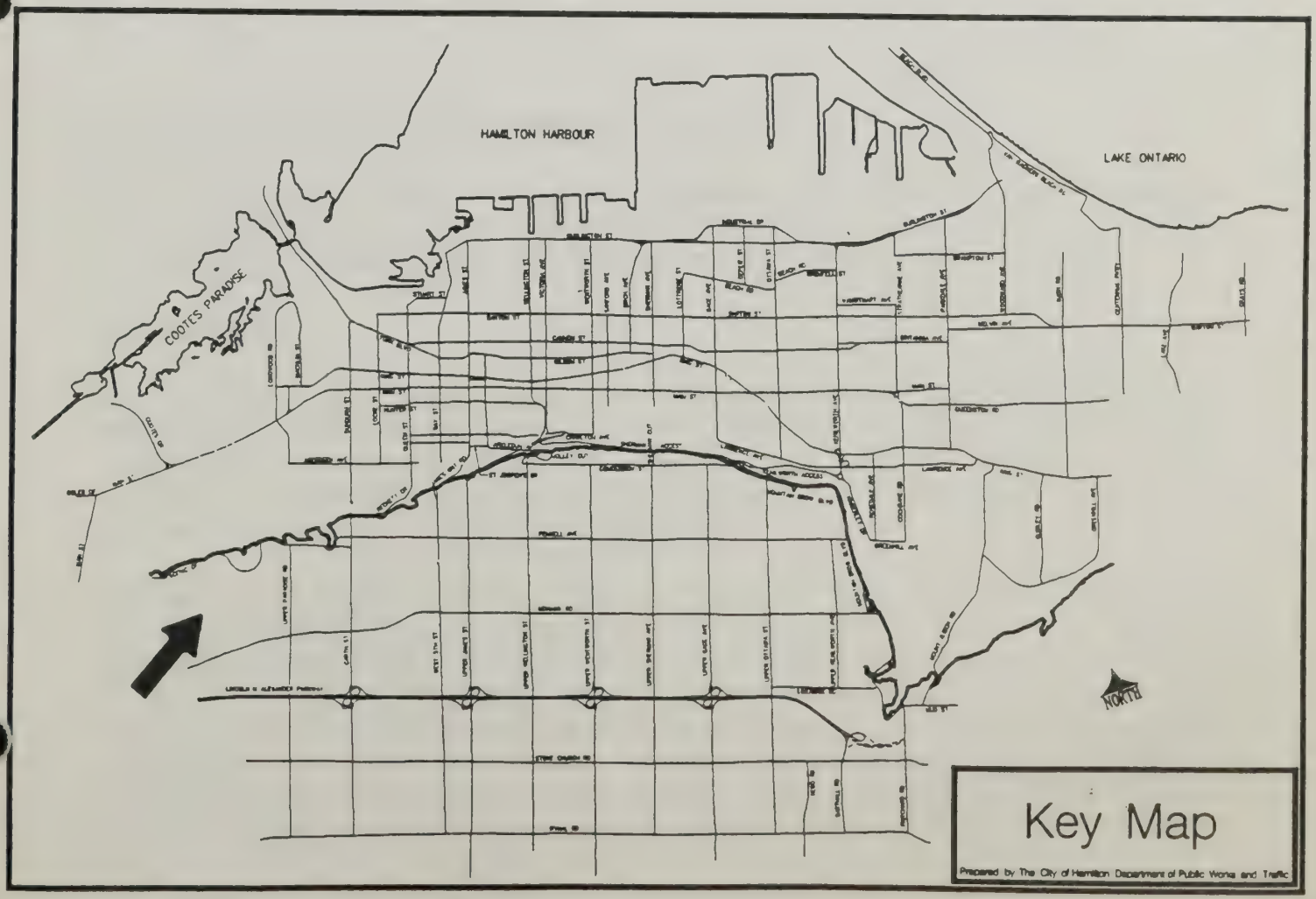
Staff has received a petition signed by each of the three abutting residents on Redfern Avenue from Sanatorium Road to Jewel Street, requesting that the approved "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation for the north side of Jewel in this block be revised such that it is in effect from 8:00 a.m. to 8:00 p.m., Monday to Friday.

Redfern has a pavement width of 30 feet and, at present, there is a full time "No Parking" regulation on the south side of the street and the aforesaid "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" on the north side of the street, which was approved by the City Council on 1999 February 09, but which has yet to be implemented.

The petitioners have indicated that the incidence of long-term non-resident parking, by persons attending Chedoke-MacMaster Hospital, extends beyond the 4:00 p.m. conclusion of the proposed Time Limit restriction, as defined in the original regulation, and continues into the evening hours. There are, as of this date, only three occupied dwellings on Redfern in this block; therefore, since all of the abutting residents support the proposed amendment, staff concurs with the request.

CVB/MBH


MILLER AVENUE
HEPBURN CRESCENT
GEM COURT
JEWEL STREET
SCENIC
BLOCK 57
BLOCK 58
REDFERN AVENUE
BLOCK 59
BLOCK 60
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(n)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 16
File No. TEC-067-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Herkimer Street, west of Locke Street South
- Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Herkimer Street commencing 92 feet west of Locke Street South and extending to a point 403 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $36 annual charge for each parking permit will off-set the cost to some degree.

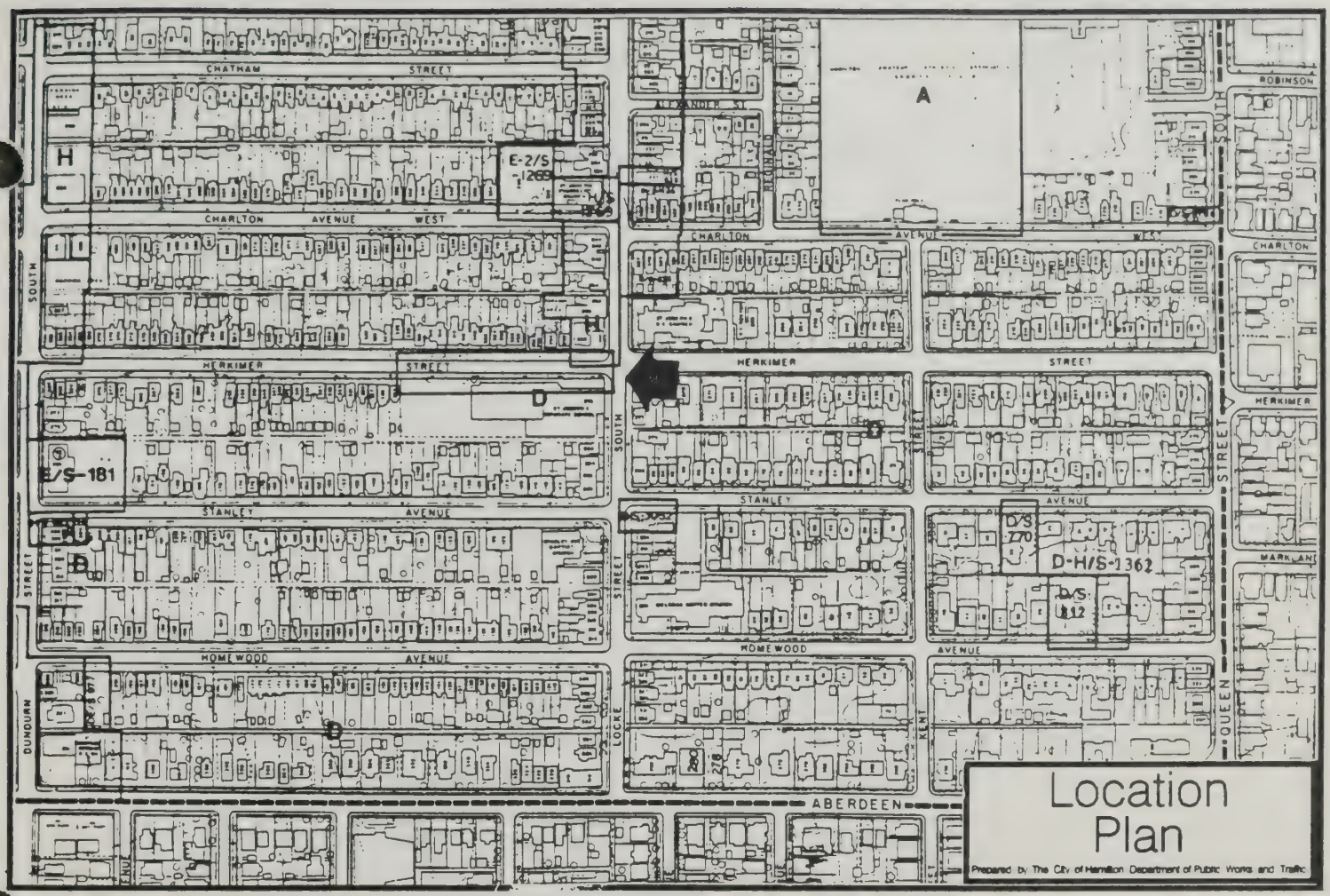
BACKGROUND:

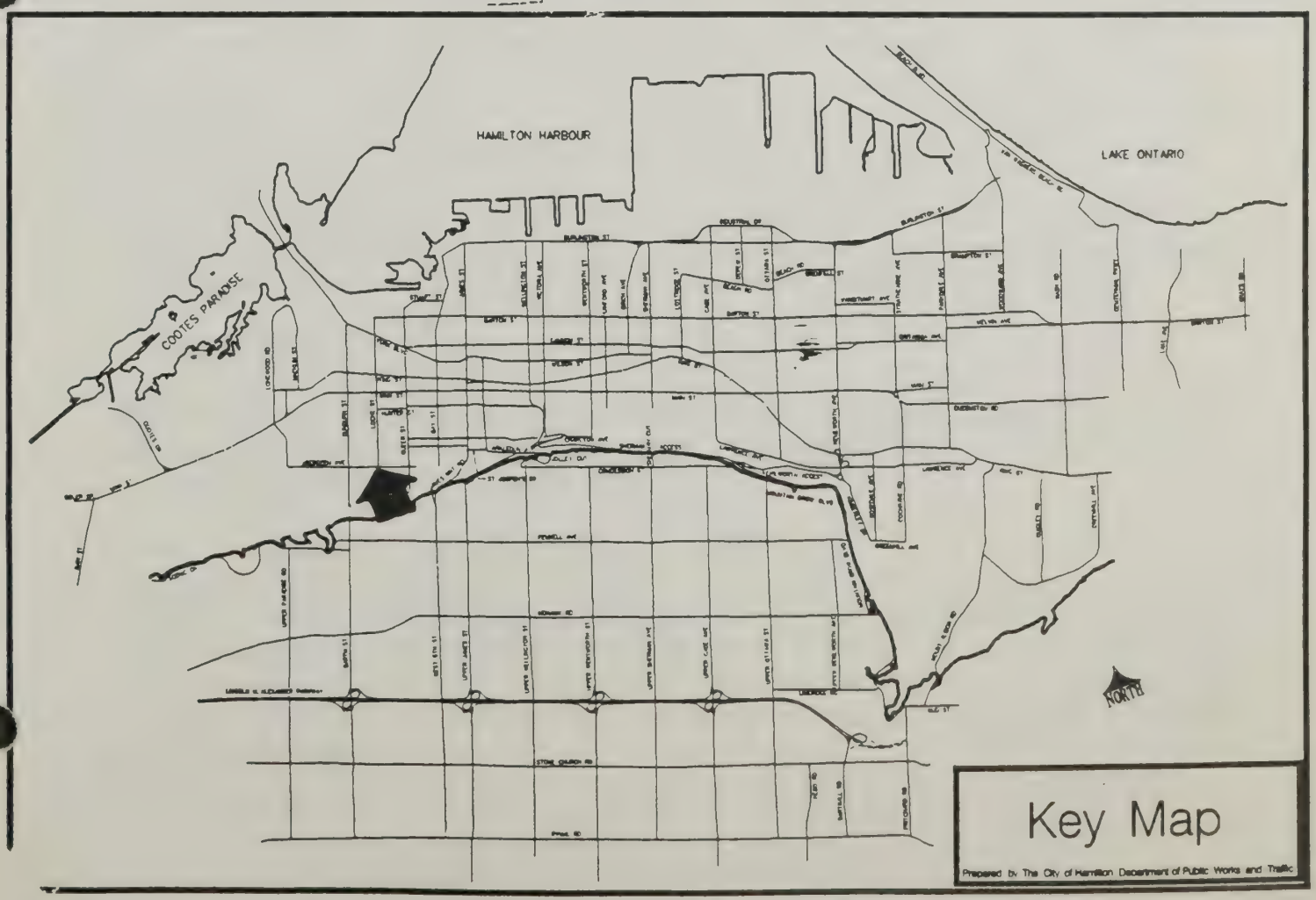
Staff has received a petition signed by representatives of 16 of the 17 residential properties abutting Herkimer between Locke and No. 322 Herkimer Street requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of this section of the street. All 16 of the petitioners are in favour of the requested regulation.

Herkimer has a 36-foot pavement width, and presently, there is unrestricted parking on the north side and a "No Stopping, School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation adjacent to a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side of the street in this area. There is unrestricted parking on both sides of the street west of the subject area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees from St. Joseph's Separate School. The implementation of the requested regulation would prohibit long-term non-resident parking, and area residents would be

entitled to purchase permits at a cost of $36 (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit regulation. Therefore, since 94 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/klk


CHATHAM STREET
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
ABERDEEN
ROBINSON
MARKLAND
SOUTH STREET
DUNDURN STREET
LOCKE STREET
KENT STREET
QUEEN STREET
E-2/S-1269
E/S-181
D-H/S-1362
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 16
File No. TEC-068-99 / Author: T. Arnold

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Caroline Street North between King Street West and Hunter Street West – Parking Regulations

RECOMMENDATION:

(a) That two-hour parking meters be installed on the west side of Caroline Street North from King Street West to Main Street West and from 73 feet south of Main Street West to Hunter Street West; and,

(b) That the "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" (rush hour) regulation on the west side of Caroline Street North from King Street West to Hunter Street West be removed; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

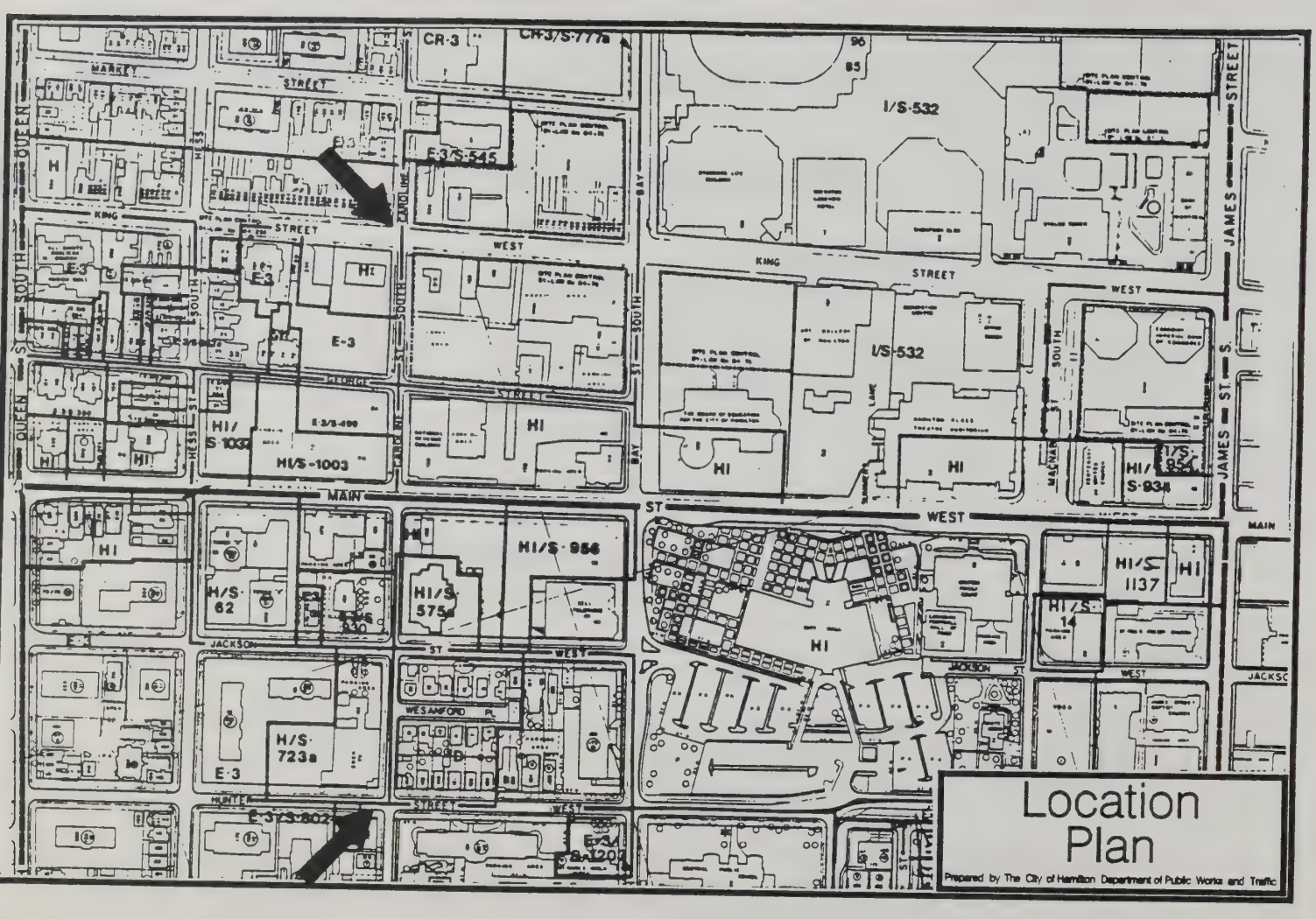
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing the subject signs and installing the new parking meters. These costs will be off-set to some degree by the revenue generated by these meters.

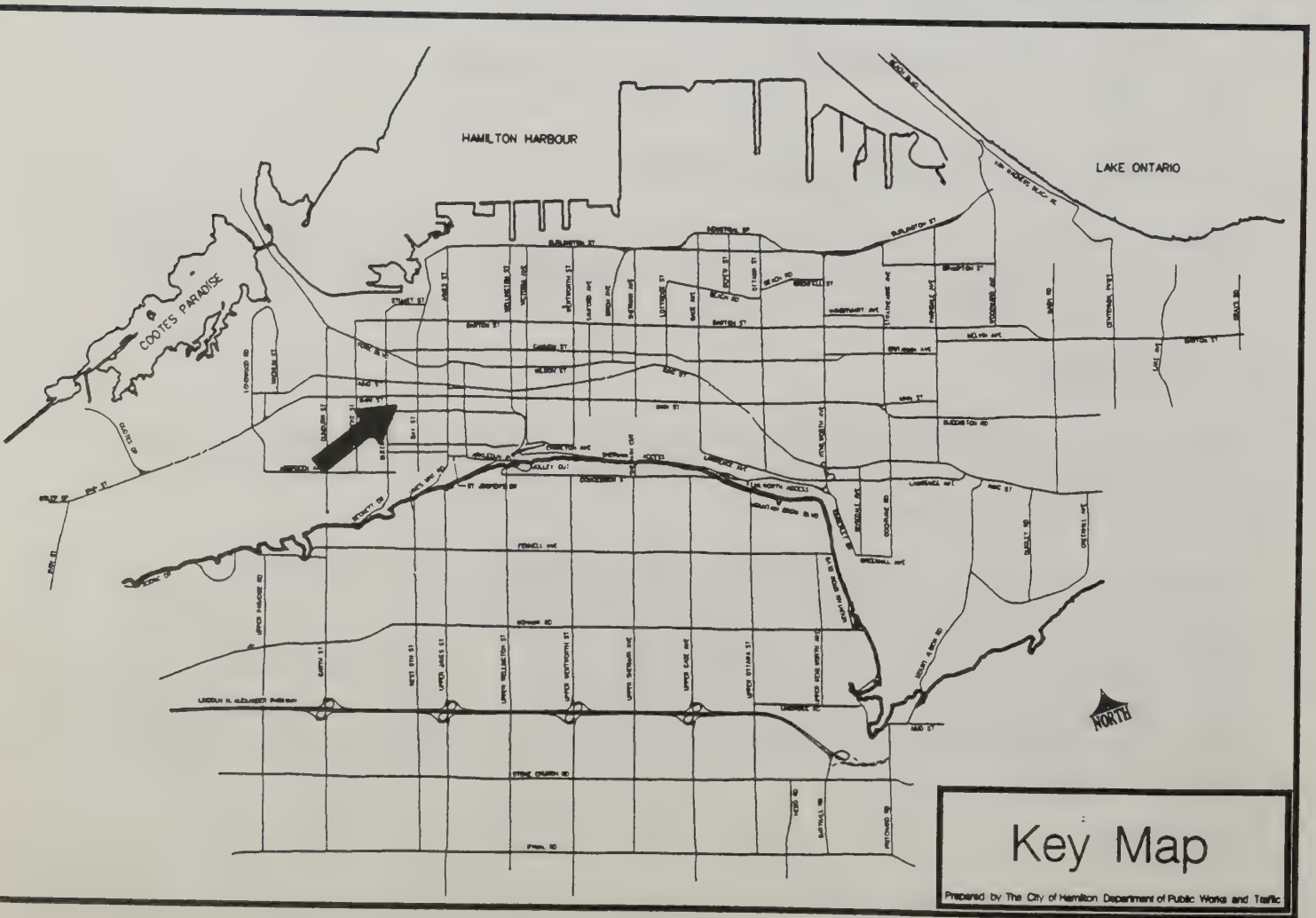
BACKGROUND:

Staff, in an on-going effort to increase parking in the downtown, identified that parking can be allowed on the west side of Caroline from King to Hunter without having any serious impact on the existing traffic flow.

Presently, there is a full-time "No Stopping" regulation on the west side of Caroline from King to Jackson and a full-time "No Parking" regulation, with a p.m. rush-hour regulation, on the west side from Jackson to Hunter. A "No Parking" area is located adjacent to Woody's Bar and Grill, 163 Main Street West, which will be maintained for loading/unloading purposes. In order to increase the availability of on-street parking, staff recommend that two-hour parking meters be installed on the west side of Caroline from King to Hunter.

TA/MBH/klk


CR-3
CR-3/S-777a
E-3/S-545
I/S-532
KING STREET WEST
MAIN ST WEST
JACKSON ST WEST
HUNTER STREET WEST
QUEEN ST SOUTH
JAMES ST S.
BAY ST SOUTH
HESS ST SOUTH
MACNAB ST SOUTH
CAROLINE ST
GEORGE ST
MARY ST
WESANFORD PL
E-3
HI
HI/S-1003
HI/S-956
H/S-62
HI/S-575
H/S-723a
E-3/S-802
HI/S-1137
HI/S-14
HI/S-934
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(p)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 17
File No. TEC-070-99 / Author: T. Arnold

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking Regulations on Lynbrook Drive and Rolston Drive adjacent to Westwood School

RECOMMENDATION:

(a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Rolston Drive commencing at a point 254 feet south of Miami Drive and extending 120 feet southerly be removed; and,

(b) That the existing "Wheel Chair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Lynbrook Drive commencing at a point 190 feet west of Rolston Drive and extending 25 feet westerly be removed; and,

(c) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Lynbrook Drive commencing at a point 175 feet west of Rolston Drive and extending 40 feet westerly; and,

(d) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing, manufacturing, erecting and maintaining the required signs.

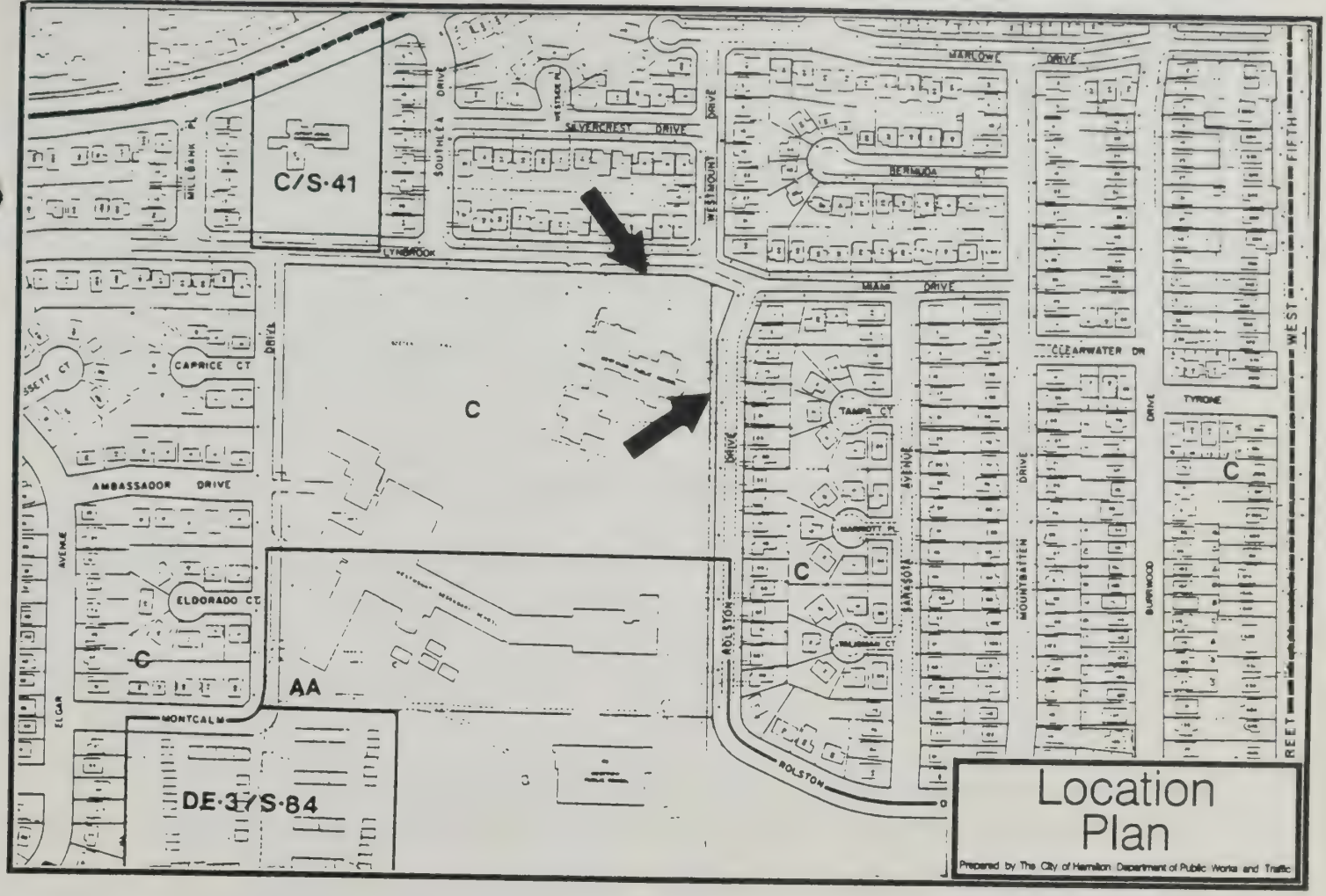
BACKGROUND:

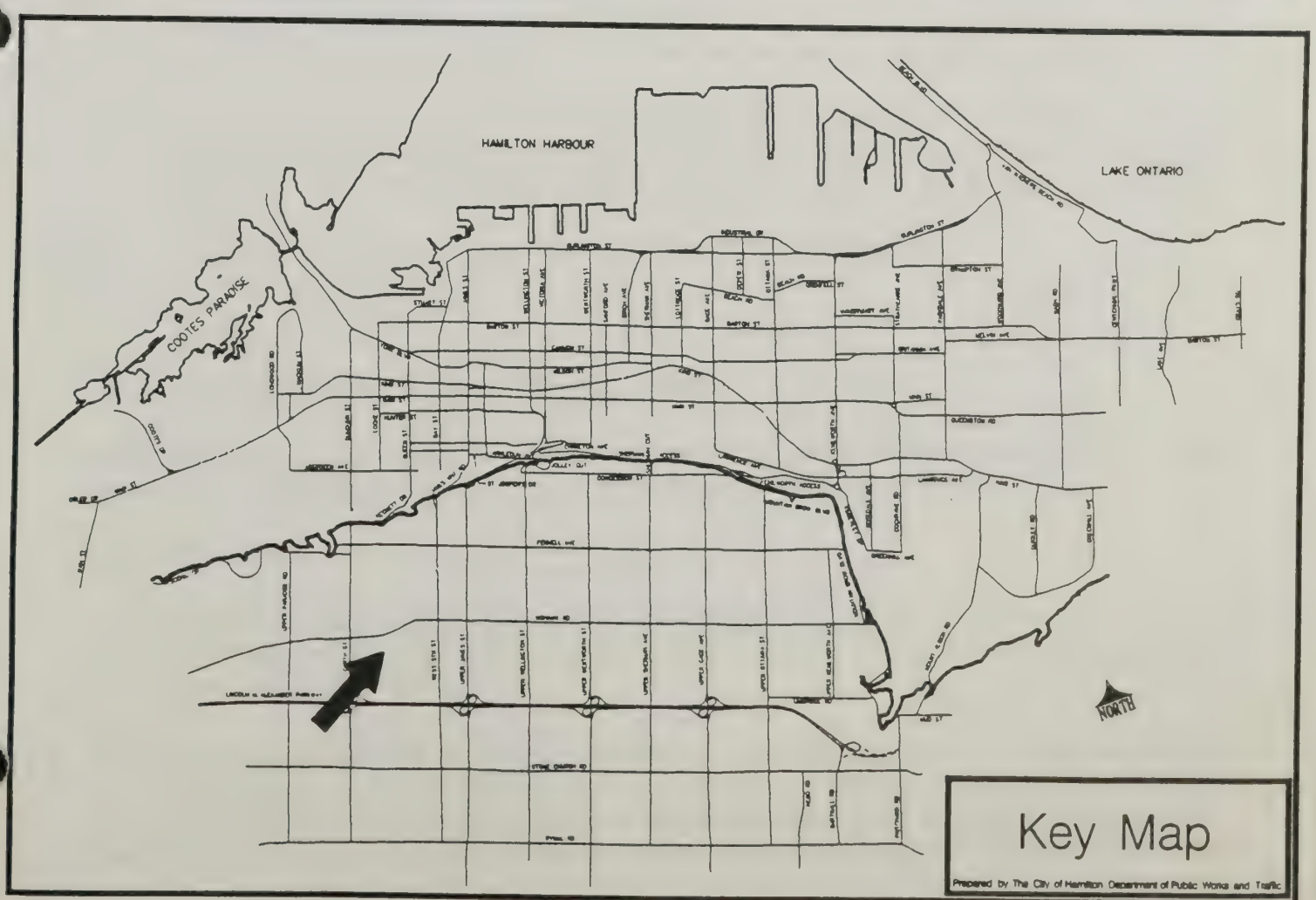
The Principal of Westwood School has requested that the existing School Bus Loading Zone on the west side of Rolston Drive be relocated to the south side of Lynbrook Drive. Currently, there is congestion on Rolston due to the presence of parents dropping off/ picking up students, and the bus is having difficulty manoeuvering along this street.

The preferred location is situated near the doors to the school on Lynbrook Drive and in an area where private vehicles are not present. The area is currently signed as both "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" and "Wheel Chair Loading

Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday", thus there will be no impact on the adjacent residential properties. The Principal has acknowledged that the Wheel Chair Loading Zone is on longer required. Therefore, staff concurs with this request.

TA/MBH/klk


C/S-41
DE-3/S-84
AA
C
CAPRICE CT
ELDORADO CT
AMBASSADOR DRIVE
MONTCALM
ROLSTON
SILVERCREST DRIVE
MARLOWE DRIVE
CLEARWATER DR
TYRONE
TAMPA CT
FIFTH
WEST
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(q)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 17
File No. TEC-071-99 / Author: T. Arnold

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking Regulations on East 26th Street adjacent to Eastmount School

RECOMMENDATION:

(a) That the existing "Taxi Stand, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of East 26th Street commencing at a point 207 feet north of Queensdale Avenue and extending 80 feet northerly be removed; and,

(b) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of East 26th Street commencing at a point 284 feet north of Queensdale Avenue and extending 49 feet northerly; and,

(c) That a "Wheel Chair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of East 26th Street commencing at a point 157 feet north of Queensdale Avenue and extending 25 feet northerly; and,

(d) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing, manufacturing, erecting and maintaining the required signs.

BACKGROUND:

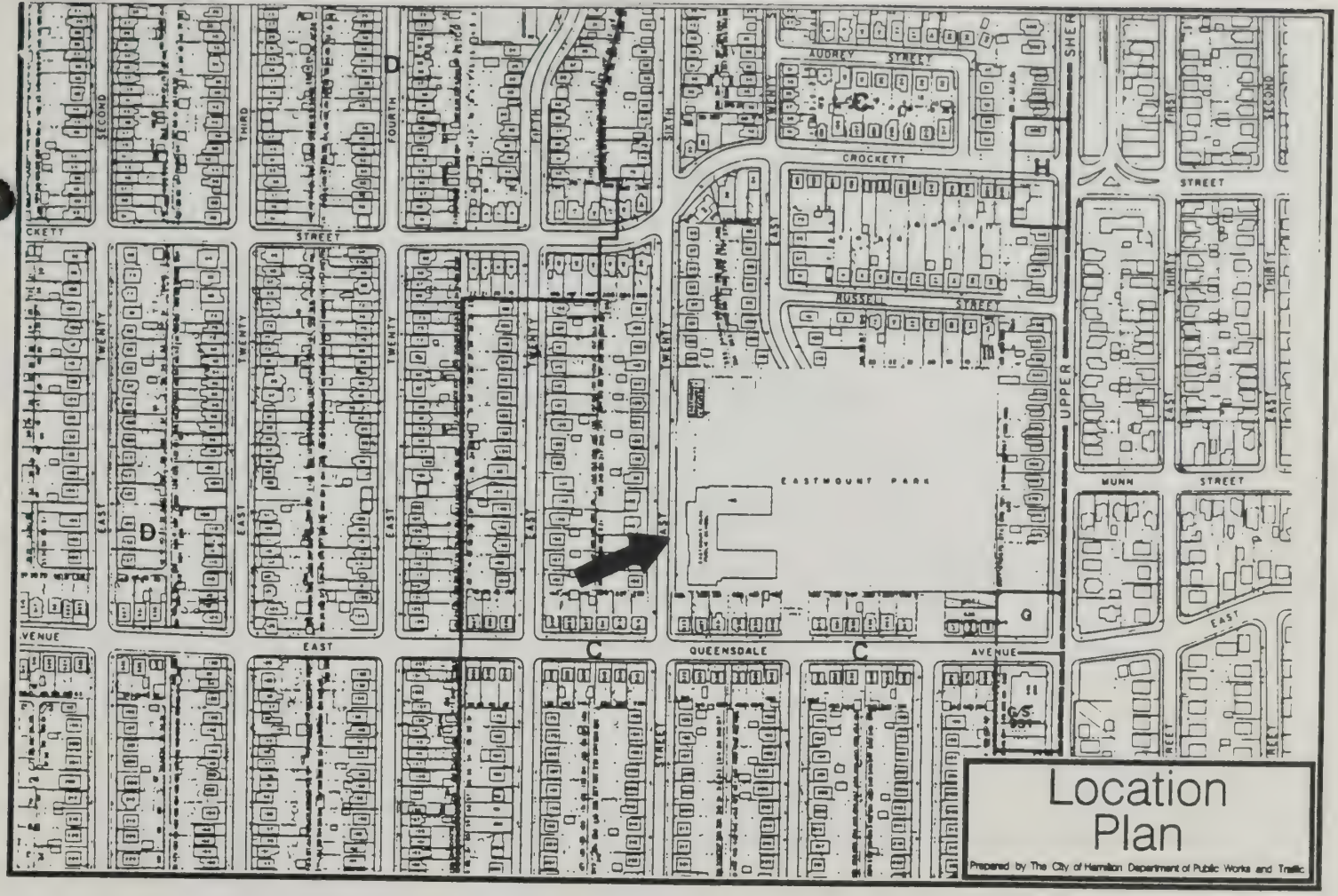
The Principal of Queensdale School has requested changes to the parking regulations on the east side of East 26th Street adjacent to her school, since the existing regulations no longer meet their needs.

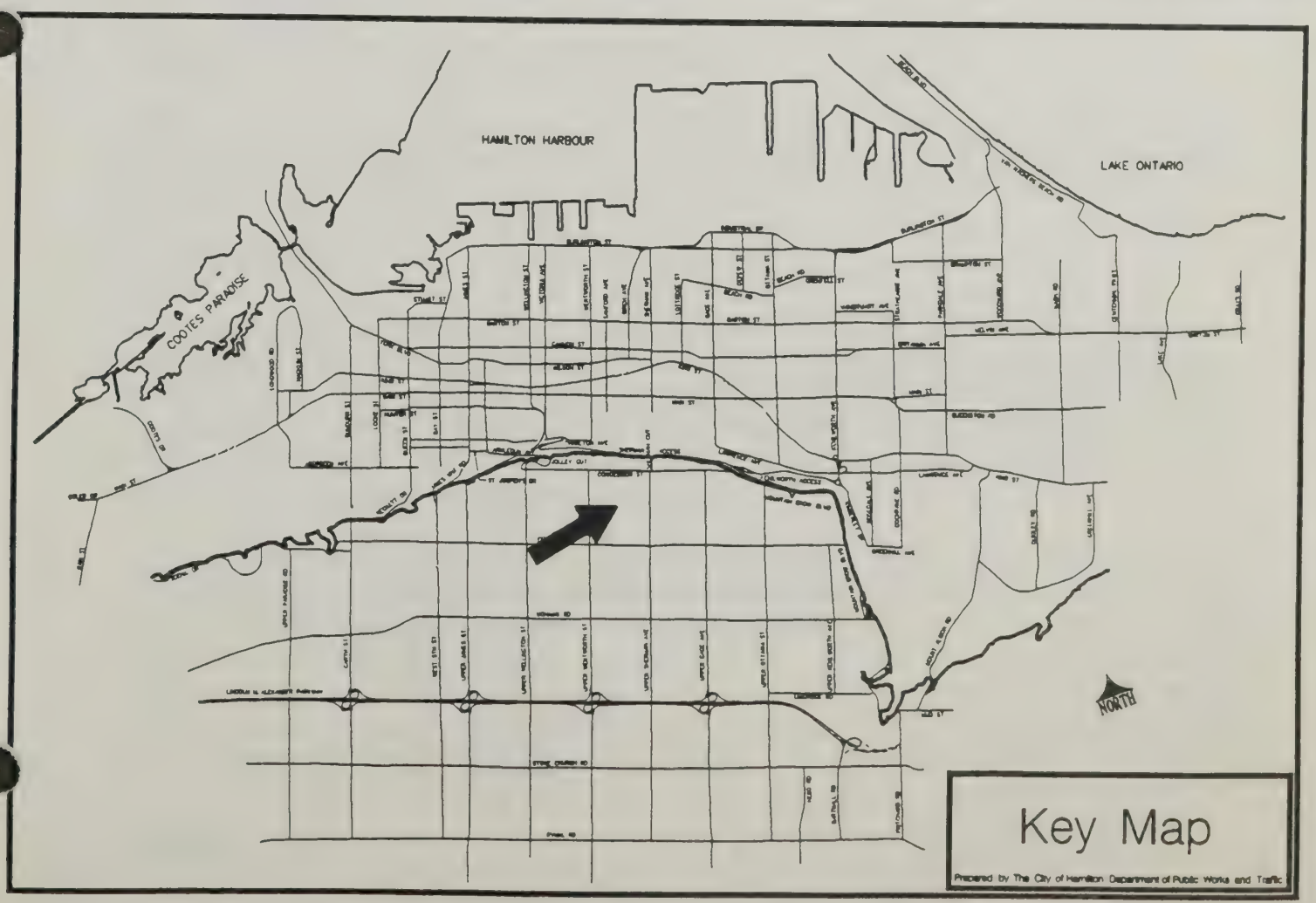
The existing taxi stand is no longer required and can be removed. There currently is one handicapped student attending the school and, typical of most schools, the bus transporting this child is having difficulty finding curb side space immediately adjacent to the main doors of the school where the ramp is located. Additionally, there are two

mini-buses dropping off/picking up students, and these school buses are experiencing the same problem of conflicts with parents competing for the available parking areas. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone.

There is presently a "No Parking Anytime" regulation on the east side of East 26th in this area, thus there will be no impact on the adjacent residential properties. Therefore, staff concurs with this request. This proposal has been discussed with the school and they are in agreement.

TA/MBH/klk


AUDREY STREET
CROCKETT STREET
RUSSELL STREET
EASTMOUNT PARK
QUEENSDALE AVENUE
MUNN STREET
UPPER SHERMAN
TWENTY EAST
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(1)(r)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 17
File No. TEC-073-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Hughson Street North between Macauley Street East and Picton Street East – Parking Regulations

RECOMMENDATION:

That the existing "Permit Parking" regulation on the west side of Hughson Street North commencing at Macauley Street East and extending to a point 212 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

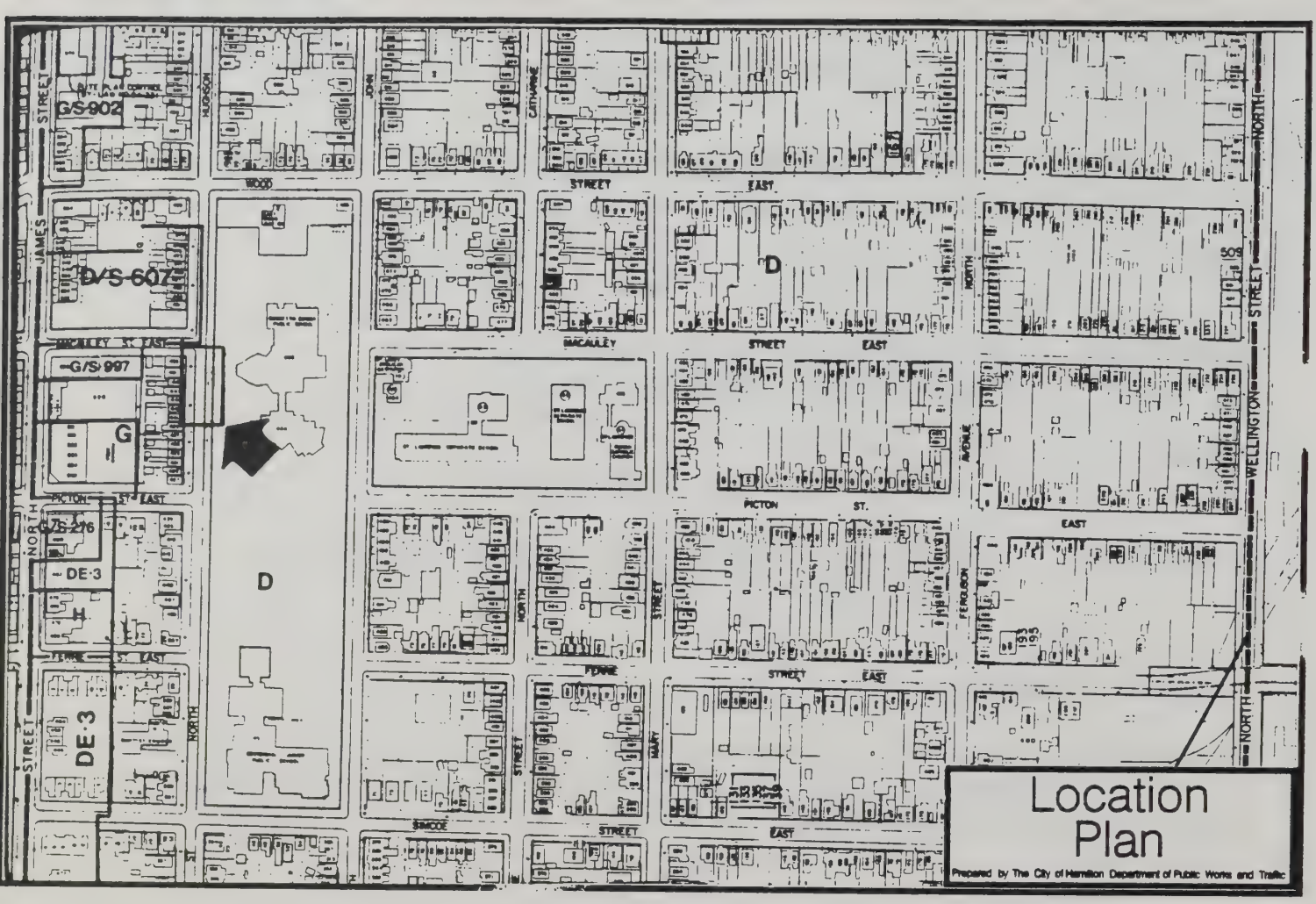
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing the subject signs. There will be an insignificant loss in revenue resulting from the return of parking permits.

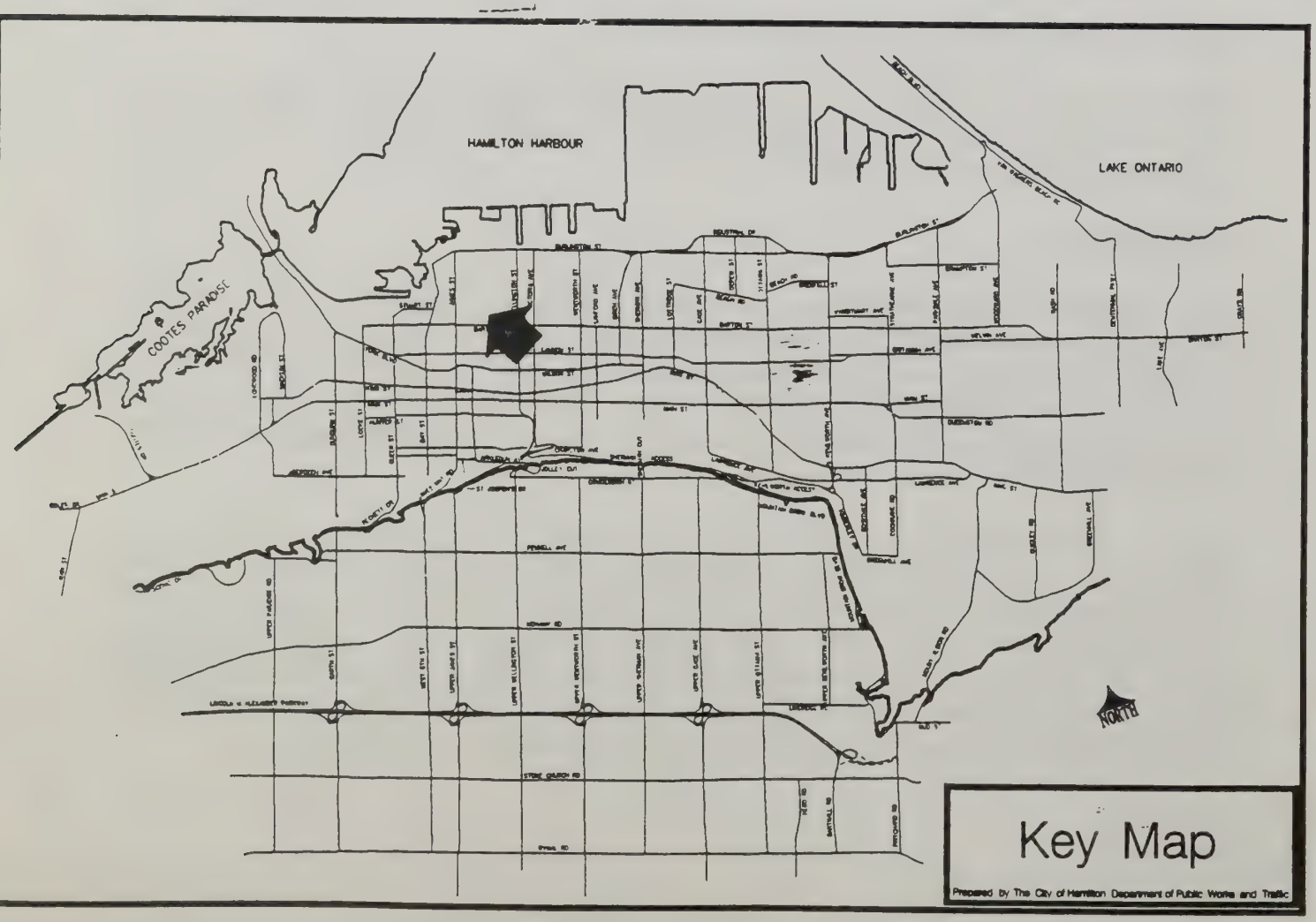
BACKGROUND:

Staff has received a petition signed by representatives of the nine residential properties abutting Hughson between Macauley and the south property line of No. 437 Hughson Street North (northerly half of the block) requesting that the existing "Permit Parking" regulation in the northerly section of the block be removed to allow unrestricted parking in this area. Seven of the residents that signed the petition are in favour of removing the regulation and two are opposed.

Hughson has a 25-foot pavement width, and presently, on the west side, there is a "Permit Parking" regulation in the northerly section of the block and unrestricted parking in the southerly section of the block. There is a full-time "No Parking" regulation on the east side of the street in this block. The resident who circulated the petition has advised that the residents in the northerly section of the block prefer to have unrestricted parking in front of their homes. Therefore, since 78 percent of the abutting residents are in favour of removing the subject regulation, staff concurs with the request.

CVB/MBH/klk


G/S-902
D/S-607
G/S-997
G/S-276
DE-3
D
JAMES STREET NORTH
HUGHSON STREET NORTH
JOHN STREET NORTH
CATHARINE STREET NORTH
WOOD STREET EAST
MACAULEY ST. EAST
PICTON ST. EAST
FENNE ST. EAST
SIMCOE STREET
MARY STREET
FERGUSON AVENUE NORTH
WELLINGTON STREET NORTH
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(1)(3)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 18
File No. TEC-075-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: South side of Rebecca Street, east of Hughson Street North - Parking Regulations

RECOMMENDATION:

That the first two metered parking spaces on the south side of Rebecca Street, east of Hughson Street North, be replaced with a full-time "No Parking" regulation commencing at Hughson Street North and extending to a point 80 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs and removing the parking meters. There will be a slight loss of revenue associated with the removal of the subject parking meters.

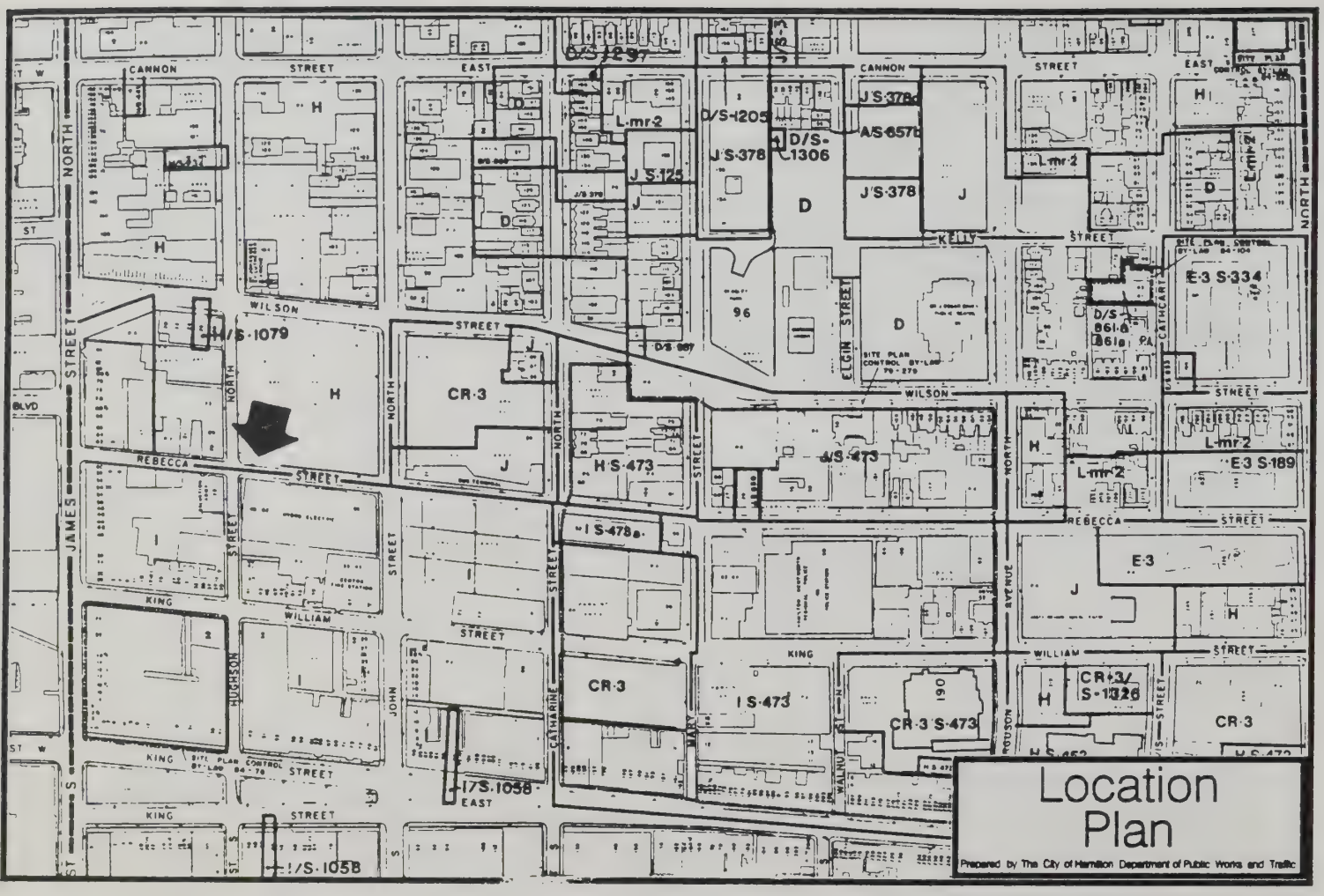
BACKGROUND:

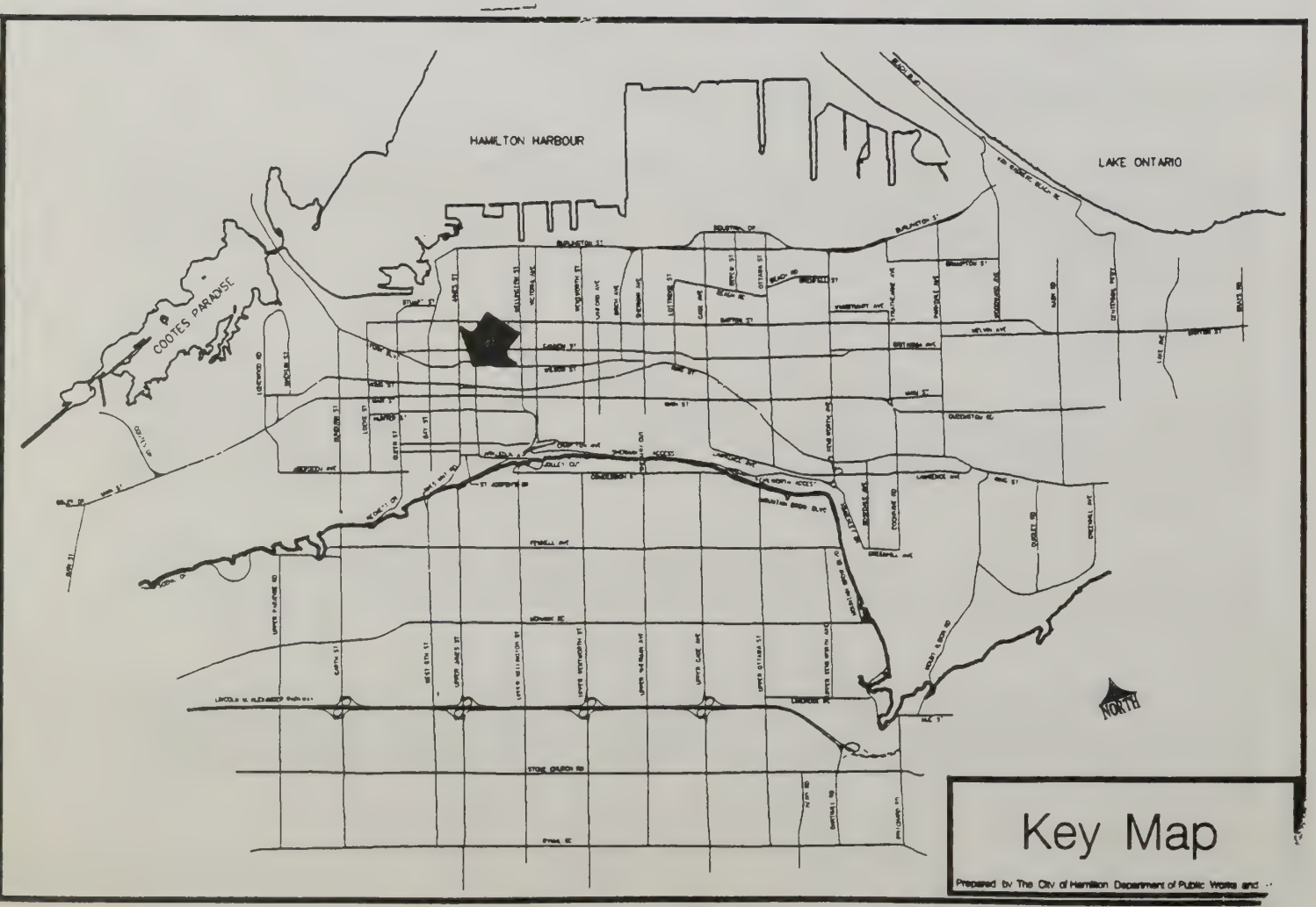
Staff has received a request from Mr. Peter Lillie, Hamilton Hydro, No. 55 John Street North, that the first two metered parking spaces on the south side of Rebecca, east of Hughson, be replaced with a full-time "No Parking" regulation to allow loading/unloading in this area.

Rebecca has a 24 foot pavement width, and presently, there is a full-time "No Stopping" regulation on the north side and metered parking on the south side of the street in this block.

The implementation of the requested "No Parking" regulation will result in the loss of two on-street metered parking spaces but will allow deliveries to be made immediately adjacent to Hamilton Hydro's loading area. Therefore, staff concurs with the request.

CVB/MBH/klk


CANNON STREET EAST
NORTH STREET
JAMES STREET NORTH
WILSON STREET
REBECCA STREET
KING WILLIAM STREET
HUGHSON STREET
JOHN STREET
CATHARINE STREET
WALNUT STREET
ELGIN STREET
KELLY STREET
CATHCART STREET
ROUSON AVENUE
H
CR-3
J
D
E-3
L-mr-2
I
H/S-1079
H/S-1058
H/S-1058a
H/S-473
I/S-473
CR-3/S-473
CR-3/S-1326
E-3/S-334
E-3/S-189
D/S-1205
D/S-1306
D/S-861a
J/S-378
J/S-125
A/S-657b
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and

B(ii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 January 25
File No. TEC-041-99 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Upper Wentworth Street and Vineburg Drive
- Intersection Control

RECOMMENDATION:

That eastbound and westbound traffic on Vineburg Drive be required to stop for northbound and southbound traffic on Upper Wentworth Street, and that the City Traffic By-law 89-72 be amended accordingly.

D Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

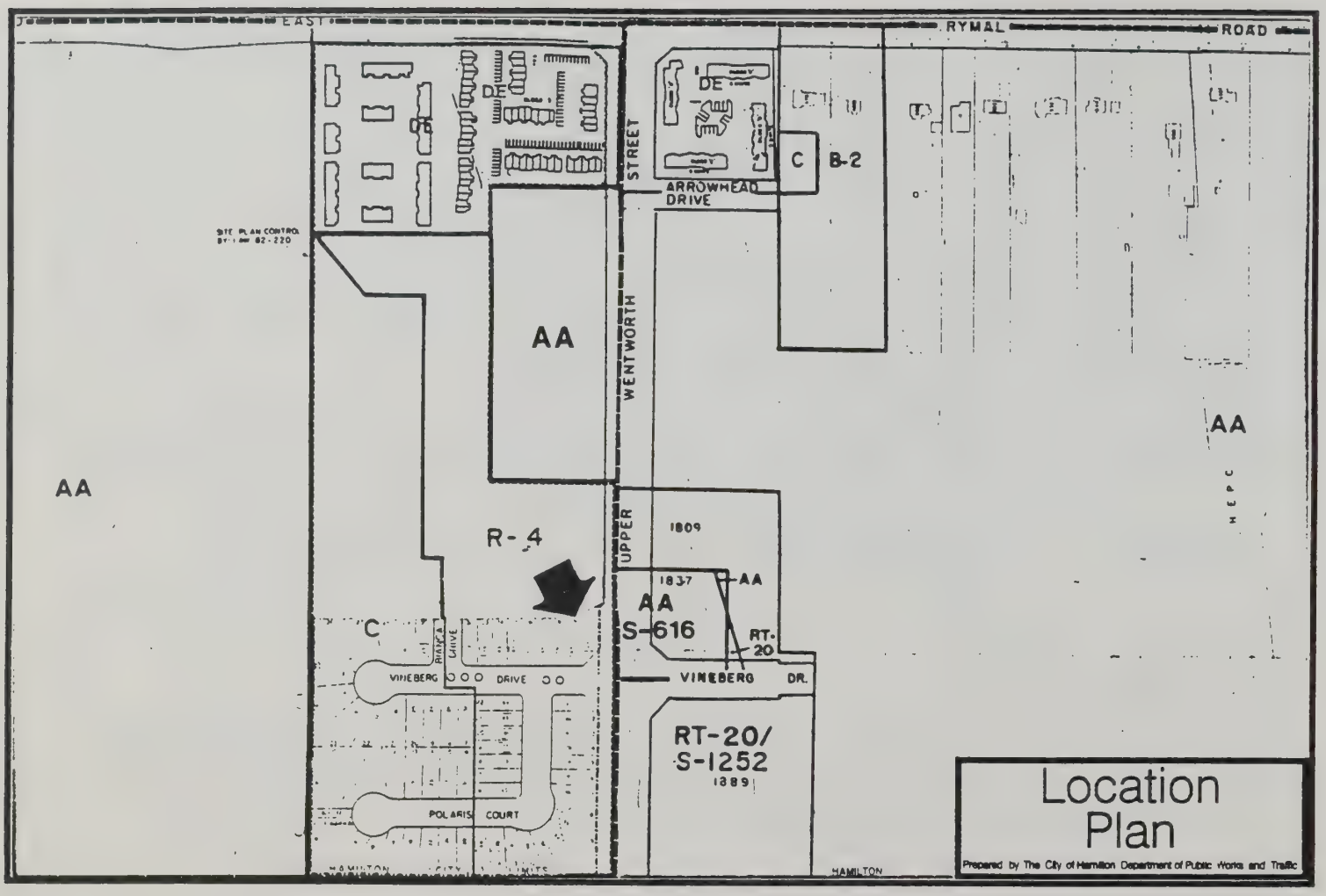
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

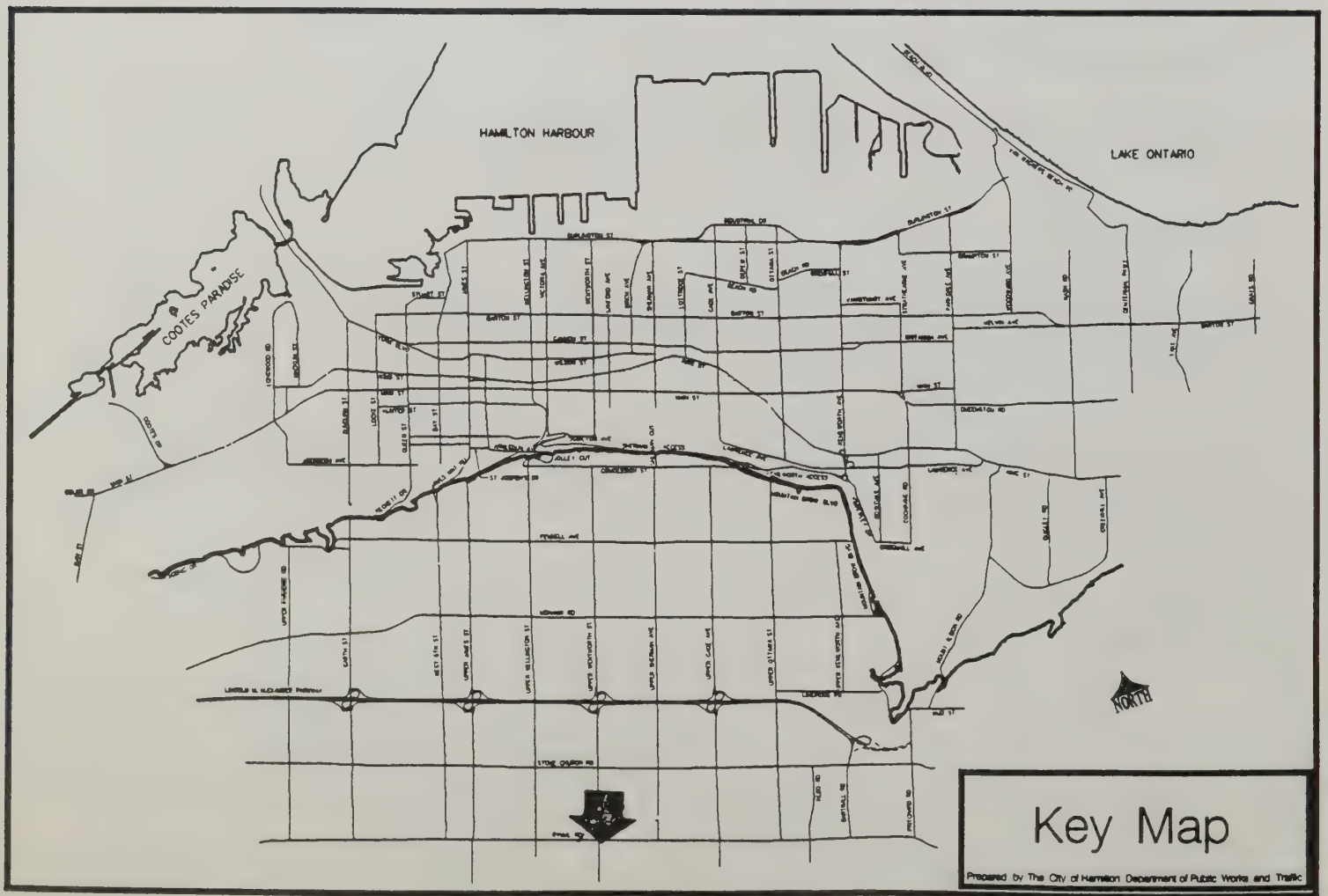
BACKGROUND:

Staff has identified the intersection of Upper Wentworth and Vineburg as a recently constructed four-leg intersection with no intersection control signs. Records indicate that there has been no reported collisions at this intersection since it was constructed.

Department policy is to erect two-way stop control at all four-leg intersections of two-way streets. Therefore, staff recommends that eastbound and westbound traffic on Vineburg be required to stop for northbound and southbound traffic on Upper Wentworth.

CVB/MBH/klk


EAST
RYMAL ROAD
DE
DE
C
B-2
ARROWHEAD DRIVE
WENTWORTH STREET
SITE PLAN CONTROL
AA
AA
AA
AA
R-4
UPPER
1809
1837
AA
AA
S-616
RT-20
C
VINEBERG DRIVE
VINEBERG DR.
RT-20/
S-1252
1889
POLARIS COURT
HAMILTON
HAMILTON CITY LIMITS
HEPC
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 8
File No. TEC-052-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Richmond Street and Hill Street
- Intersection Control

RECOMMENDATION:

That southbound traffic on Richmond Street be required to stop for eastbound and westbound traffic on Hill Street, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

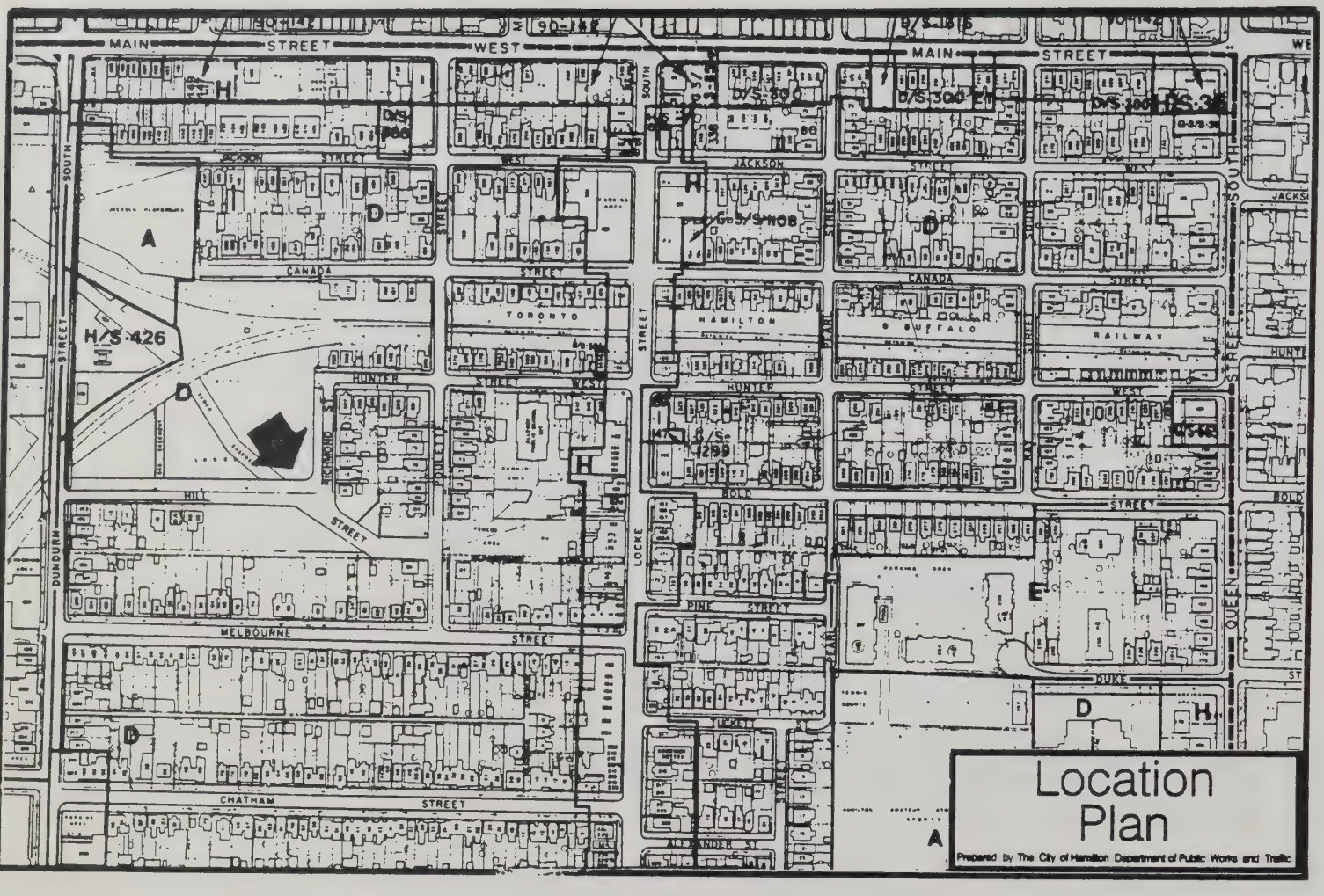
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

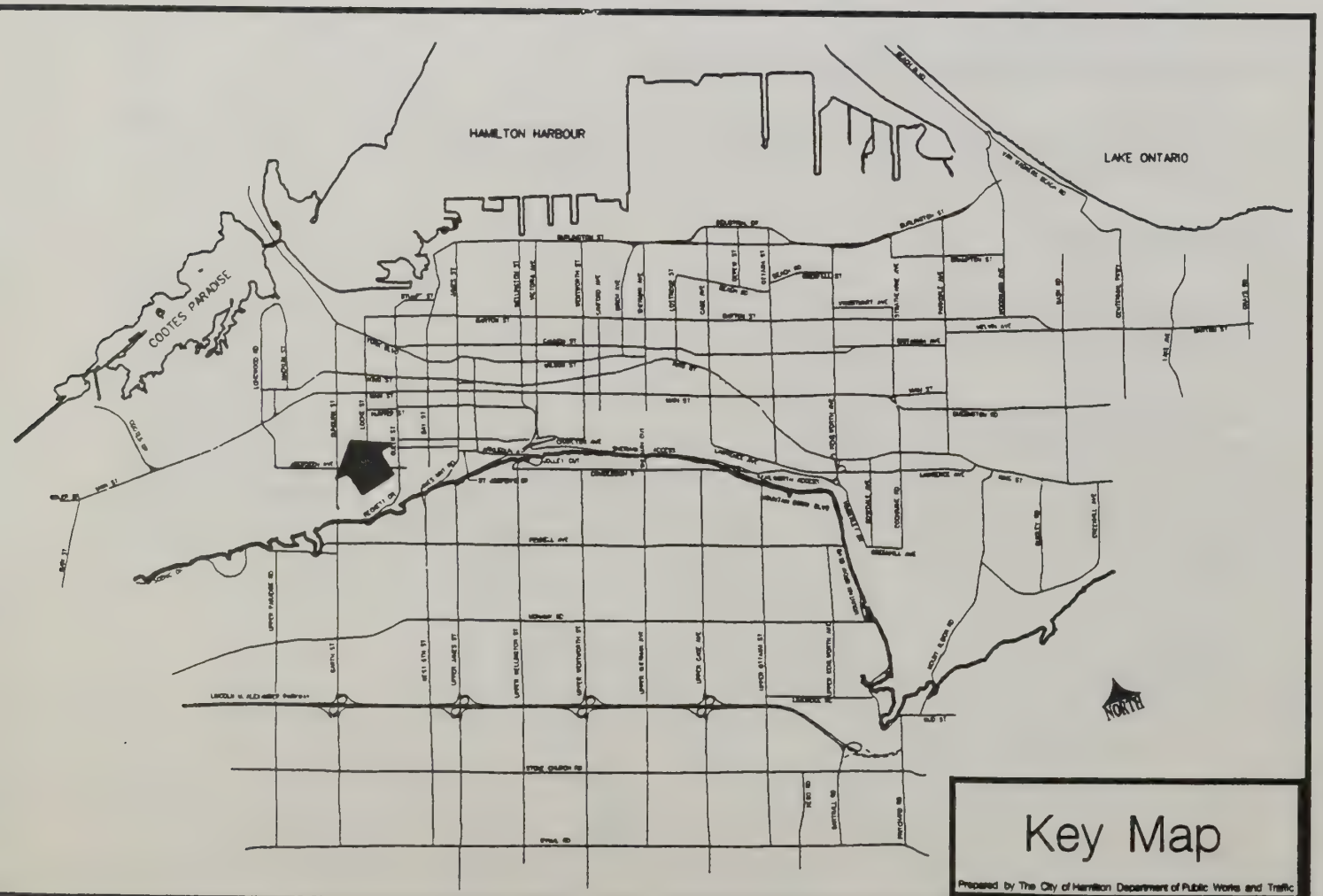
BACKGROUND:

Staff has received a request from Ms. Rita Shey, 76 Poulette Street, that stop control be implemented at the intersection of Richmond and Hill.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff recommends that southbound traffic on Richmond be required to stop for eastbound and westbound traffic on Hill.

CVB/MBH/klk


MAIN STREET WEST
MAIN STREET
JACKSON STREET
CANADA STREET
HUNTER STREET
MILL STREET
MELBOURNE STREET
CHATHAM STREET
JACKSON STREET WEST
JACKSON STREET SOUTH
HAMILTON
TORONTO
BUFFALO
RAILWAY
BOLD STREET
PINE STREET
DUKE STREET
QUEEN STREET SOUTH
DUNDURN STREET SOUTH
LOCKE STREET
H/S-426
D/S-300
D/S-1299
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 9
File No. TEC-053-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Dicenzo Drive and Torino Drive
- Intersection Control

RECOMMENDATION:

That southbound traffic on Torino Drive be required to stop for eastbound and westbound traffic on Dicenzo Drive, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

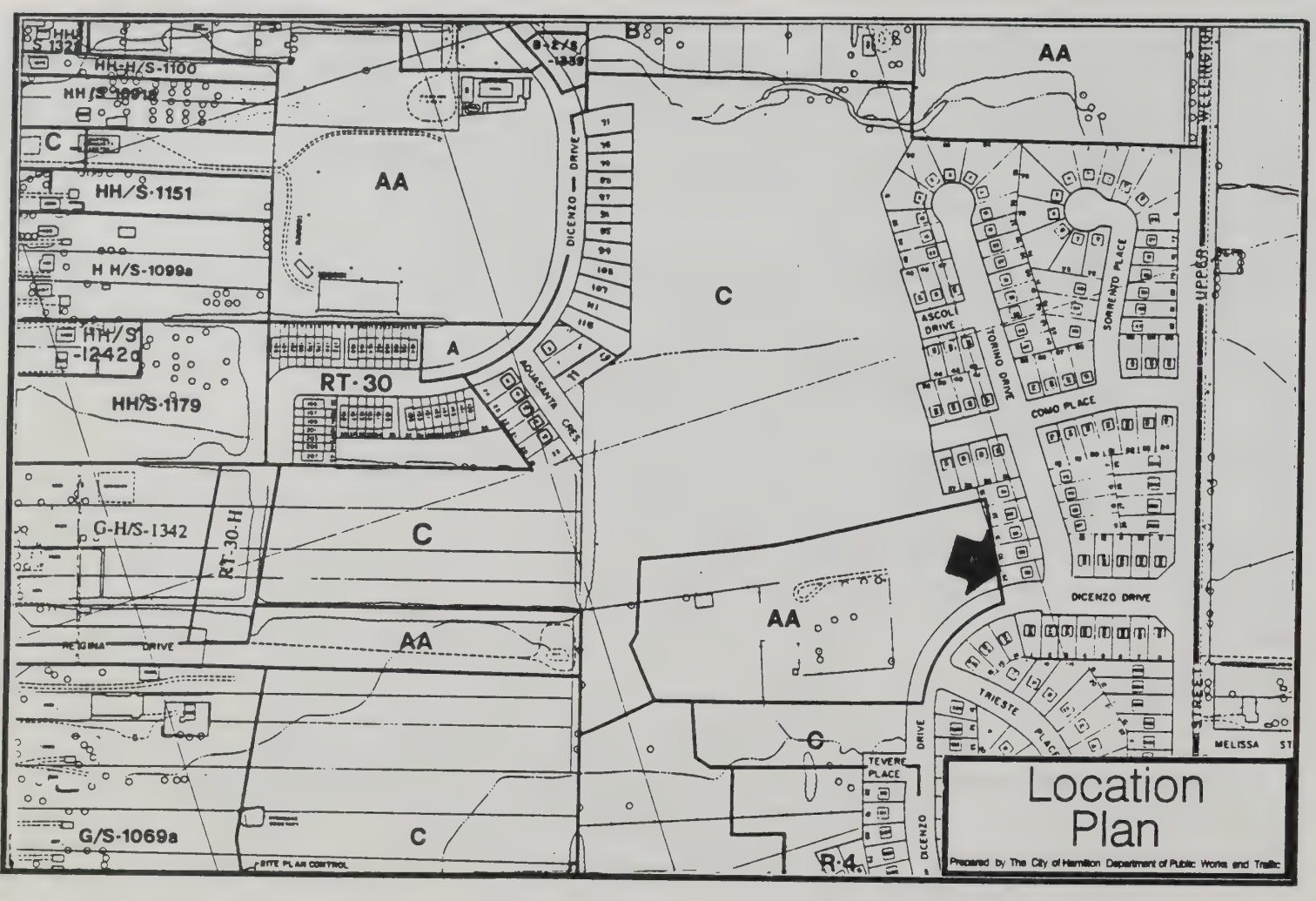
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

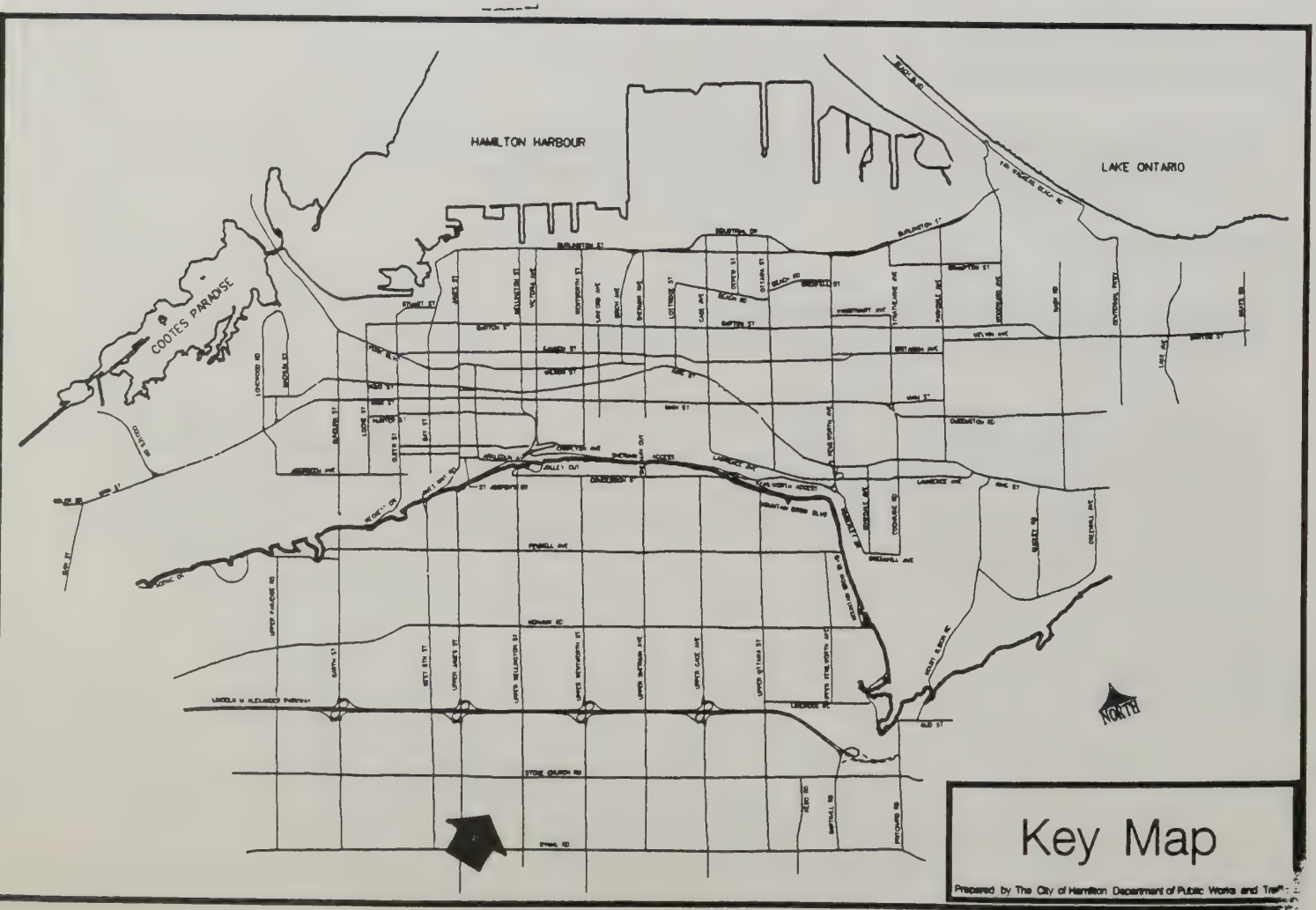
BACKGROUND:

Staff has received a request from Ms. Elaine Susi, 62 Como Place, that stop control be implemented at the intersection of Dicenzo and Torino.

The subject intersection is a recently constructed "T" type intersection, and presently, there are no intersection control signs. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff recommends that southbound traffic on Torino be required to stop for eastbound and westbound traffic on Dicenzo.

CVB/MBH/klk


HH/S-1100
HH/S-1151
H H/S-1099a
HH/S-1179
G-H/S-1342
G/S-1069a
RT-30
RT-30-H
AA
A
B
C
R-4
DICENZO — DRIVE
AQUASANTA CRES
ASCOLI DRIVE
TORINO DRIVE
SORRENTO PLACE
COMO PLACE
DICENZO DRIVE
TRIESTE PLACE
TEVERE PLACE
DICENZO DRIVE
UPPER WELLINGTON STREET
MELISSA ST
REGINA DRIVE
SITE PLAN CONTROL
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 January 26
File No. TEC-037-99 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Amendments to By-laws 89-72, 89-75 and 89-76

RECOMMENDATION:

That the general penalty provisions within City of Hamilton By-laws 89-72, 89-75 and 89-76 be amended such that any person who contravenes any provision of these by-laws is guilty of an offence and is subject to a penalty as provided for under the Provincial Offences Act.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed amendment will bring By-laws 89-72, 89-75 and 89-76 into conformity with Section 61 of the Provincial Offences Act, R.S.0. 1990, c.P.33.

BACKGROUND:

As a consequence of an amendment to the Provincial Offences Act, whereby the provision respecting the maximum penalty for offences under municipal by-laws was increased from $2000 to $5000, the corresponding general penalty provisions within the following City of Hamilton By-laws no longer conform to the Act:

i) By-law 87-72, being the Traffic By-law;
ii) By-law 89-73, being the Fire Route By-law; and,
iii) By-law 89-75, being the Private Property By-law.

It is, therefore, appropriate to amend these by-laws to re-establish conformity to the Act and to accommodate such future amendments to the Act as may be legislated from time to time by the Government of Ontario, without requiring further amendments to the by-laws. The implementation of the said amendments will in no way modify the legislative intent or contextual integrity of the subject by-laws, nor will revisions to existing regulatory signing, or enforcement practices or policies be required.

CVB/MBH

B(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 5
File No. TEC-051-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 10 Ferndale Avenue – Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a full-time "Wheelchair Loading Zone" regulation be implemented on the west side of Ferndale Avenue commencing at a point 110 feet south of Dunkirk Drive and extending to a point 28 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

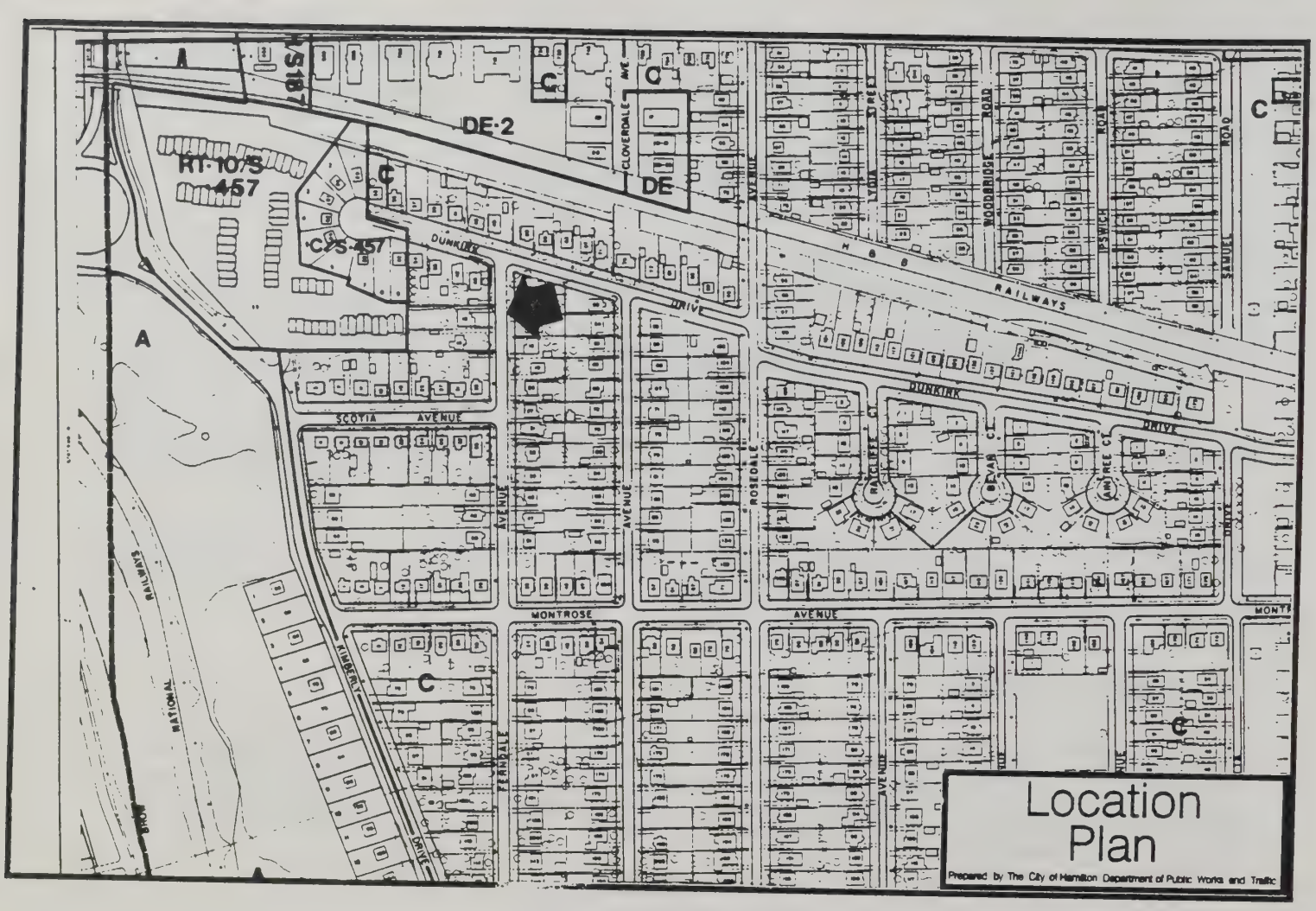
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

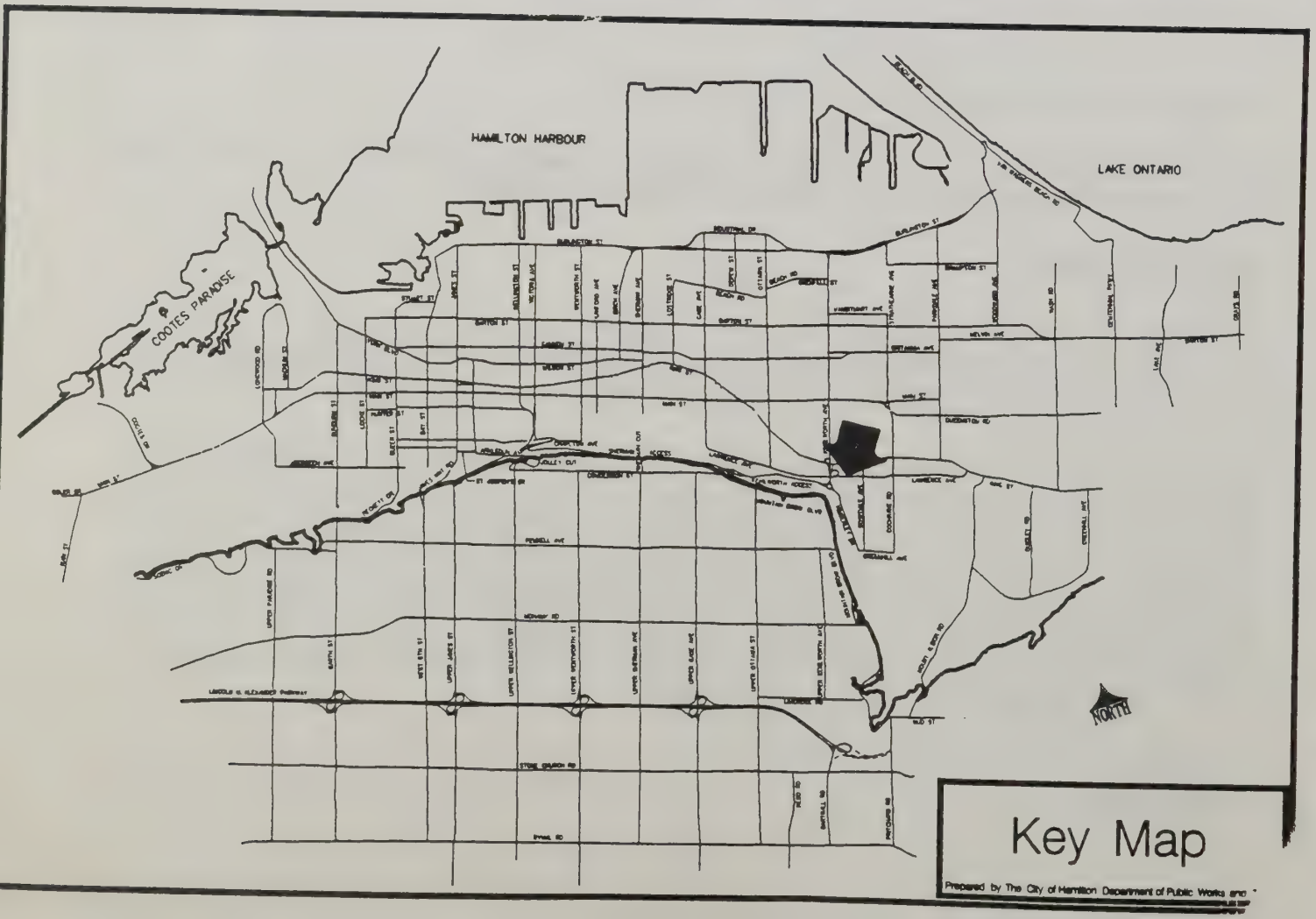
BACKGROUND:

Alderman Eisenberger advised staff of a request from Mr. Morrison, 10 Ferndale Avenue, that a full-time "Wheelchair Loading Zone" regulation be implemented on the west side of Ferndale in front of his home as he requires the use of Darts vehicles.

Ferndale has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The implementation of the requested regulation would result in the loss of one on-street parking space directly in front of Mr. Morrison's home from the 1st to the 15th day of each month April to November and each day during December to March, under the existing "Alternate Side Parking" regulation. However, since parking is permitted under the existing "Alternate Side Parking" regulation for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/klk


DE-2
R1-10/S-457
C/S-457
DE
C
A
DUNKIRK DRIVE
SCOTIA AVENUE
MONTROSE AVENUE
ROSEDALE AVENUE
CLOVERDALE AVE.
WOODBRIDGE ROAD
IPSWICH ROAD
SAMUEL ROAD
H & B RAILWAYS
RAILWAYS
BROW
KIMBERLY DRIVE
FERNDALE AVENUE
RATCLIFFE CT.
OSVAR CT.
ANN TREE CT.
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and

B(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 9
File No. TEC-055-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 267 West 2nd Street – Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 8:00 a.m. to 10:00 p.m., Monday to Friday" regulation be implemented on the east side of West 2nd Street commencing at a point 185 feet north of Wembley Road and extending to a point 28 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

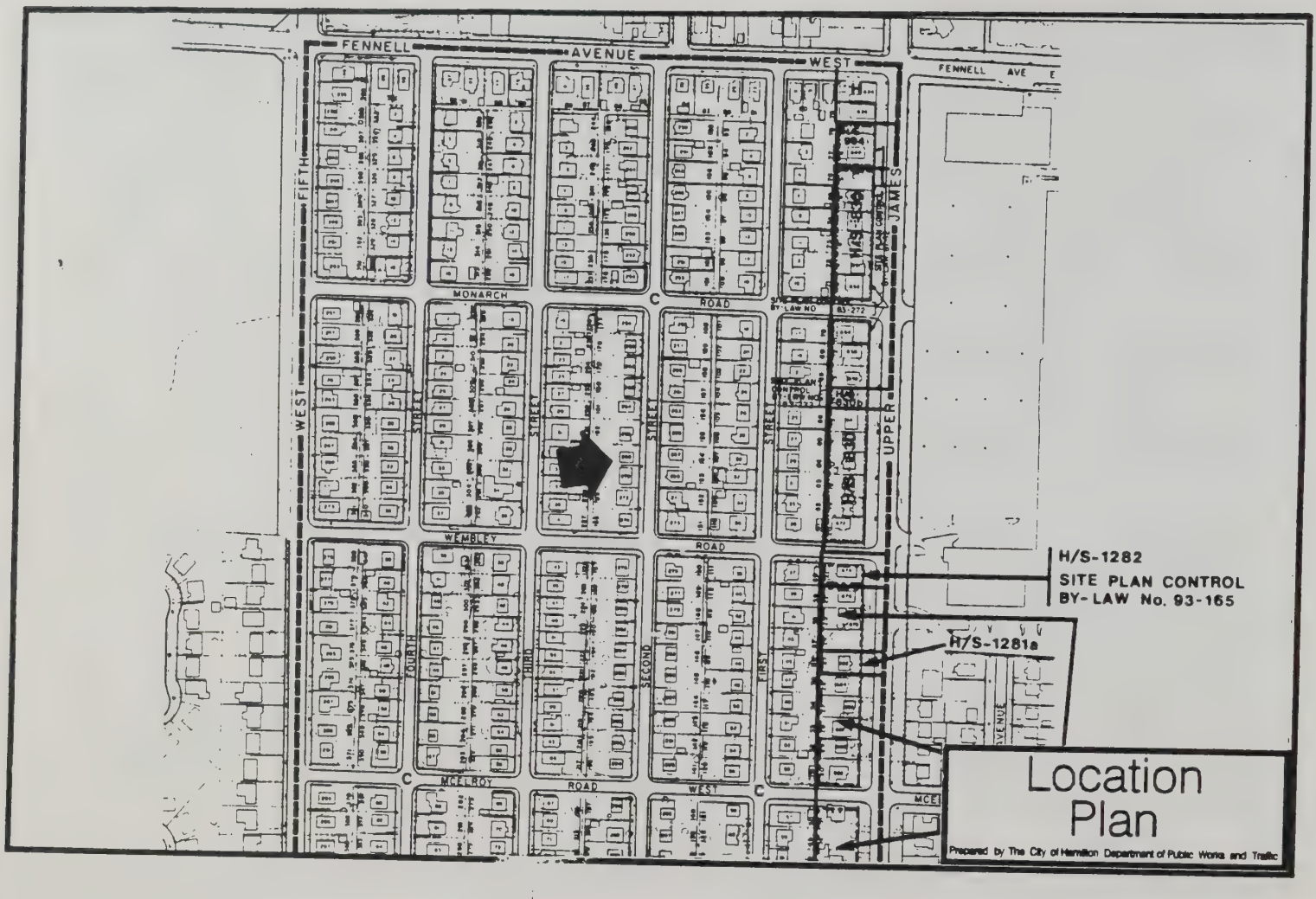
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

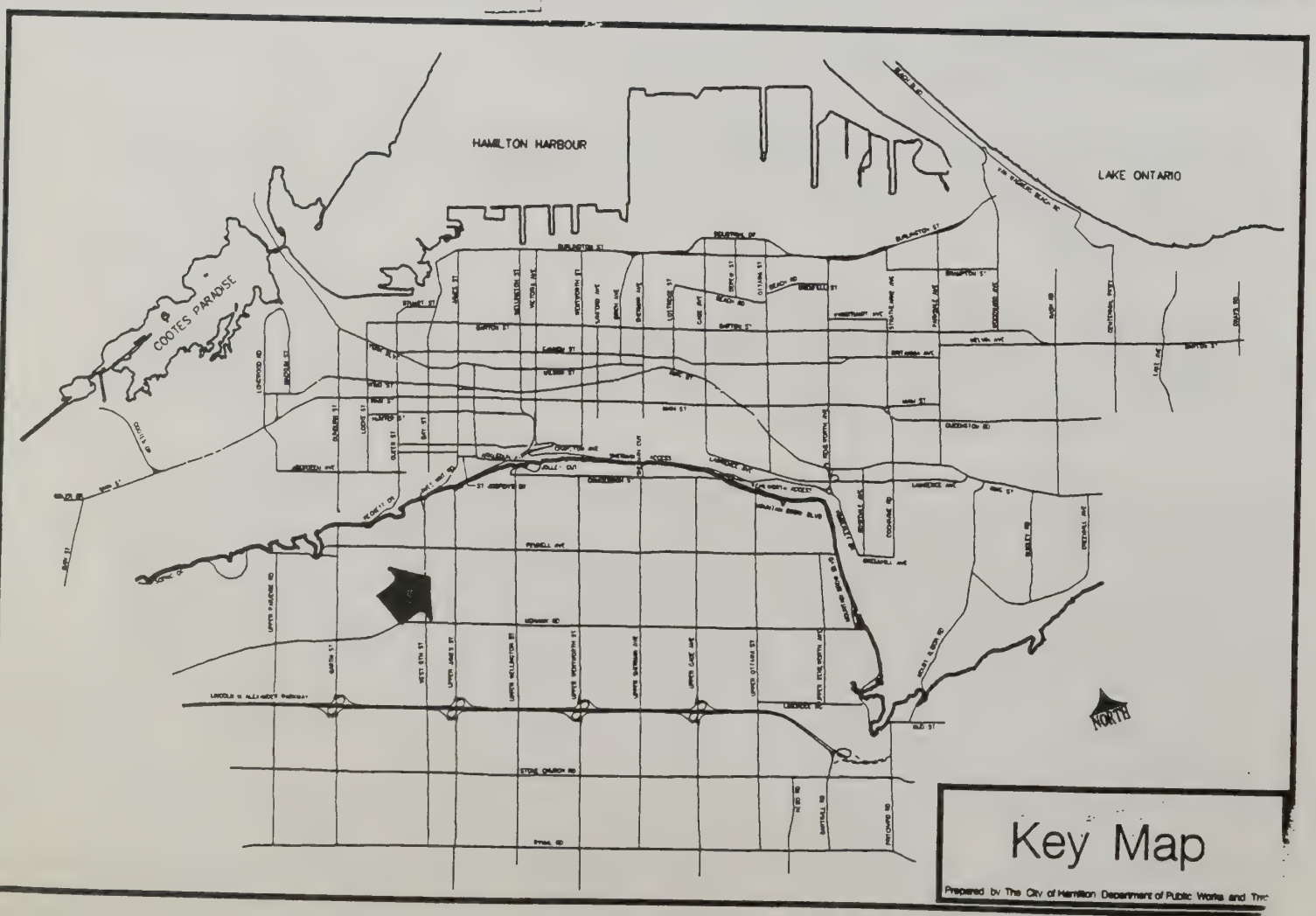
BACKGROUND:

Staff has received a request from Mrs. Emily Peall, 267 West 2nd Street, that a "Wheelchair Loading Zone, 8:00 a.m. to 10:00 p.m., Monday to Friday" regulation be implemented on the east side of West 2nd in front of her home since she is disabled and requires the use of Darts vehicles.

West 2nd has a 26 foot pavement width, and presently, there a "One Hour Parking Time Limit, 8:00 am to 6:00 p.m., Monday to Friday" regulation on both sides of the street in this area. The implementation of the requested regulation would result in the loss of one legal on-street parking space directly in front of the applicant's home. However, the applicant has agreed to limit the hours of the regulation such that parking may occur after 10:00 p.m. during the week and all day on the weekend. Therefore, staff concurs with the request.

CVB/MBH/klk


FENNELL AVENUE WEST
FENNELL AVE E
FIFTH
JAMES
UPPER
MONARCH ROAD
WEMBLEY ROAD
MCELROY ROAD
WEST
FOURTH
THIRD
SECOND
FIRST
H/S-1282
SITE PLAN CONTROL
BY-LAW No. 93-165
H/S-1281a
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(iii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 23
File No. TEC-076-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 161 Berkindale Drive – Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Berkindale Drive commencing at a point 193 feet north of Bellamy Road and extending to a point 26 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

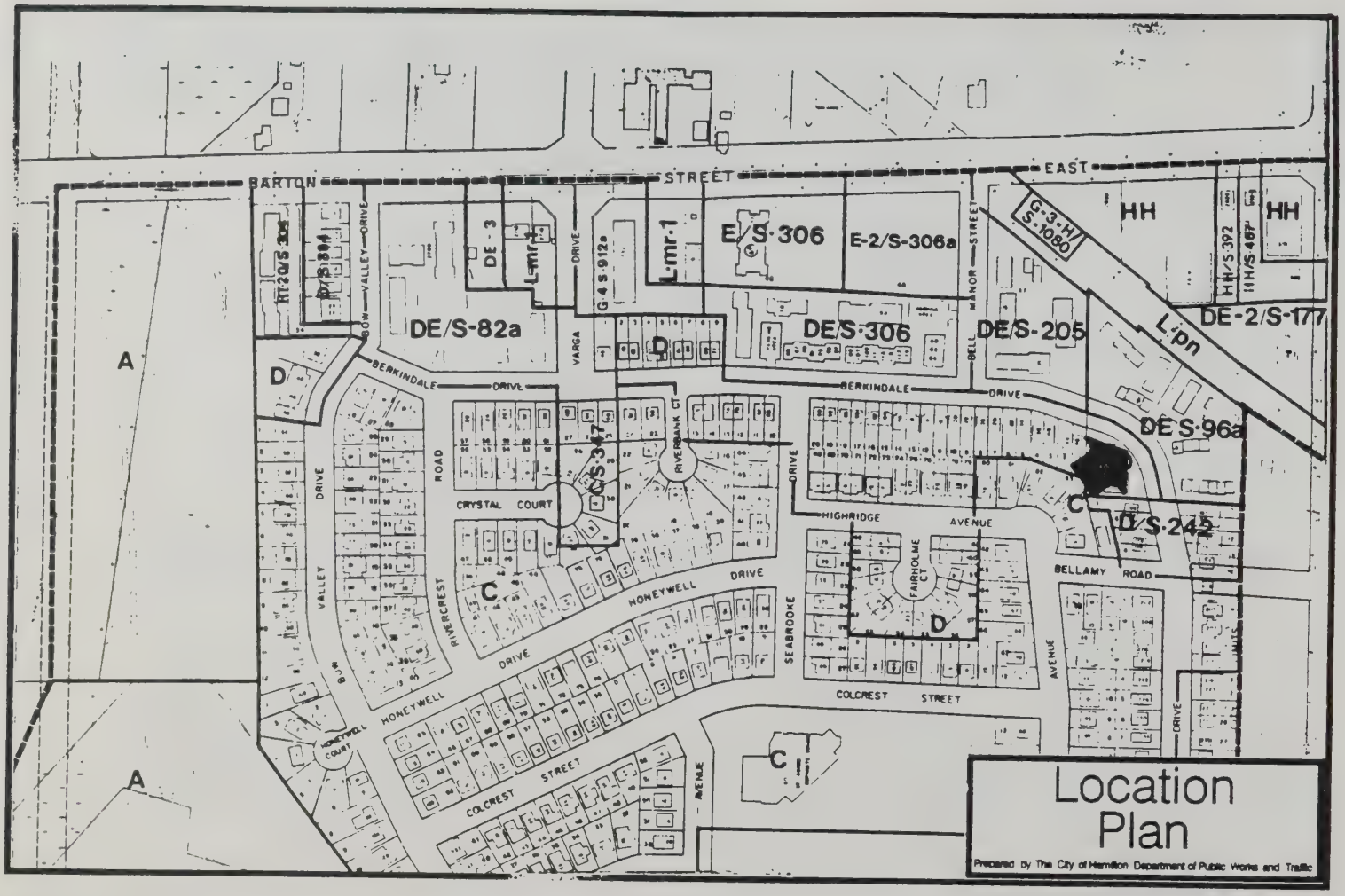
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

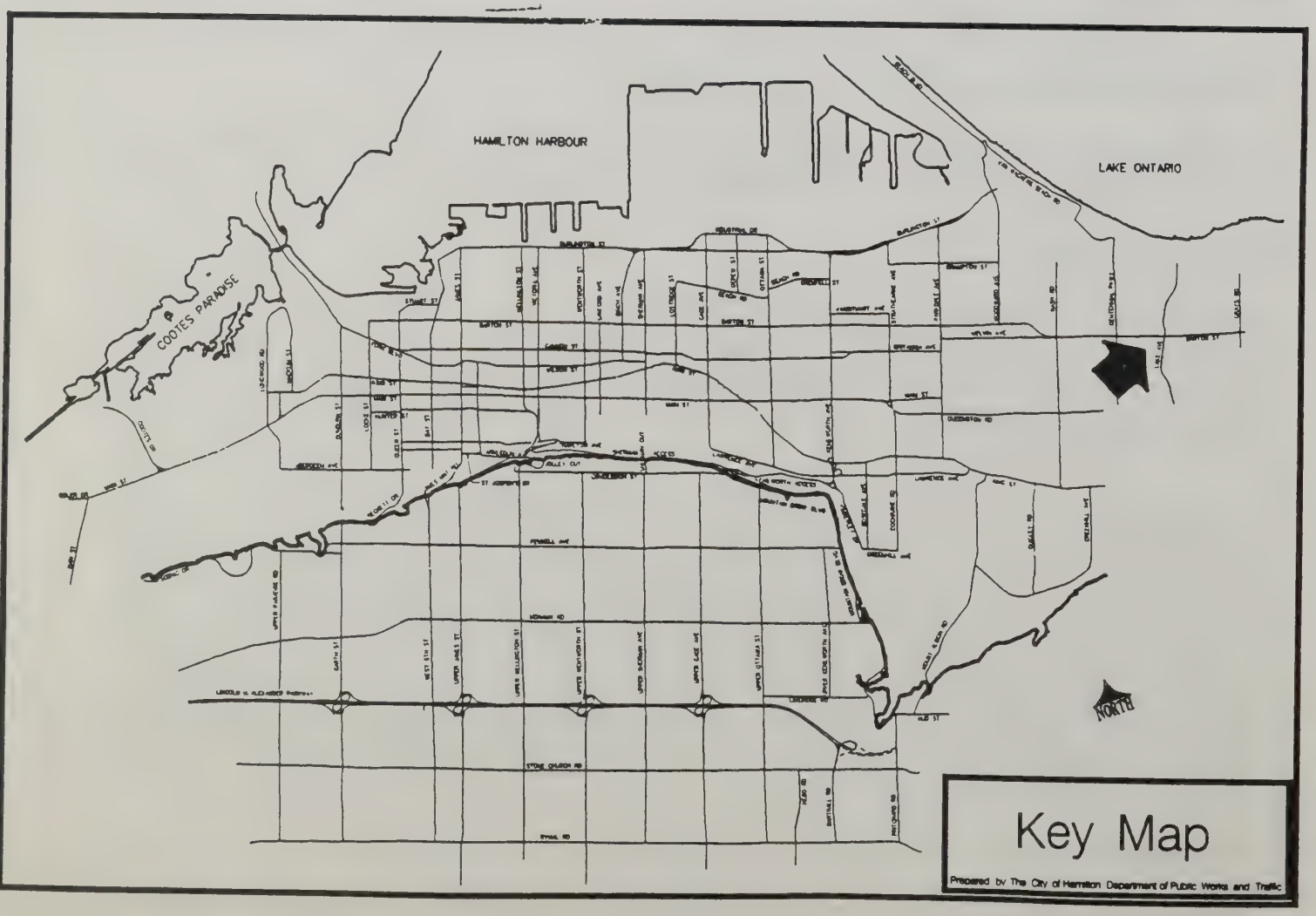
BACKGROUND:

Alderman Chad Collins advised staff of a request from Mr. Roland Paquette, 161 Berkindale Drive, Unit 14, that a "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Berkindale in front of his townhouse condominium complex since his daughter is disabled and requires the use of Darts vehicles.

Berkindale has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this area. Staff has been advised by a representative of the Board for the Condominium Corporation that they support the implementation of the wheelchair loading zone in front of the complex. The implementation of the requested regulation would result in the loss of one legal on-street parking space directly in front of the condominium complex. However, the applicant has agreed to limit the hours of the regulation such that parking may occur after 5:00 p.m. during the week and all day on the weekend. Therefore, staff concurs with the request.

CVB/MBH/klk


BARTON STREET EAST
DE/S-82a
DE/S-306
DE/S-205
E/S-306
E-2/S-306a
DE-3
L-mr-1
G-4-S-912a
G-3-HH S-1080
HH
HH/S-392
HH/S-467
DE-2/S-177
L-pn
DE S-96a
D/S-242
D/S-347
BERKINDALE DRIVE
VARGA DRIVE
BELL MANOR STREET
RIVERBANK CT
CRYSTAL COURT
VALLEY DRIVE
RIVERCREST ROAD
HONEYWELL DRIVE
HONEYWELL COURT
HIGHRIDGE AVENUE
FAIRHOLME CT
BELLAMY ROAD
SEABROOKE DRIVE
COLCREST STREET
AVENUE
A
C
D
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(iii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 9
File No. TEC-056-99 / Author: T. Arnold

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: School Bus Loading Zone on Britannia Avenue adjacent to Holy Family School

RECOMMENDATION:

That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Britannia Avenue commencing at a point 20 feet west of the west curb line of Alice Street and extending 70 feet westerly, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

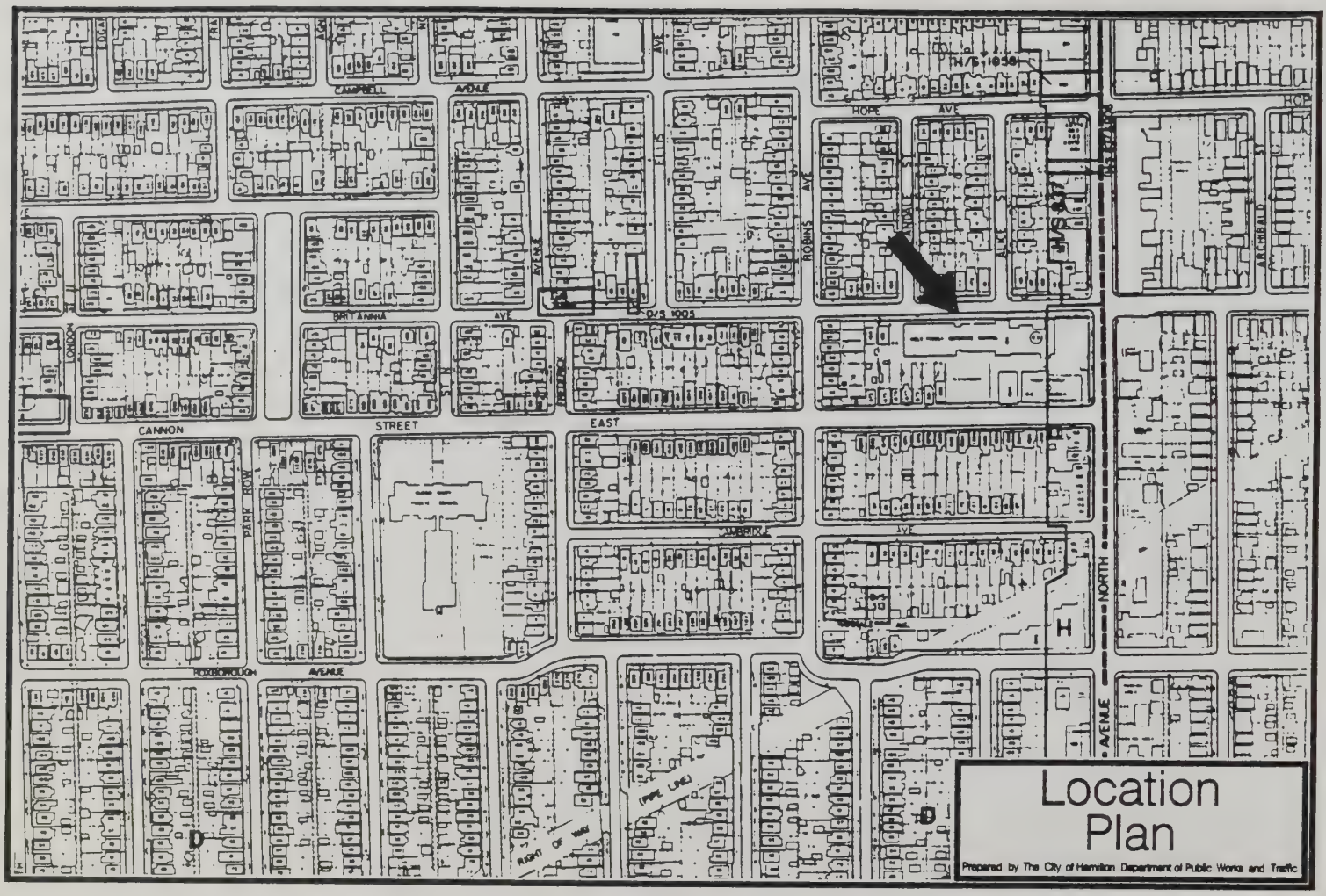
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

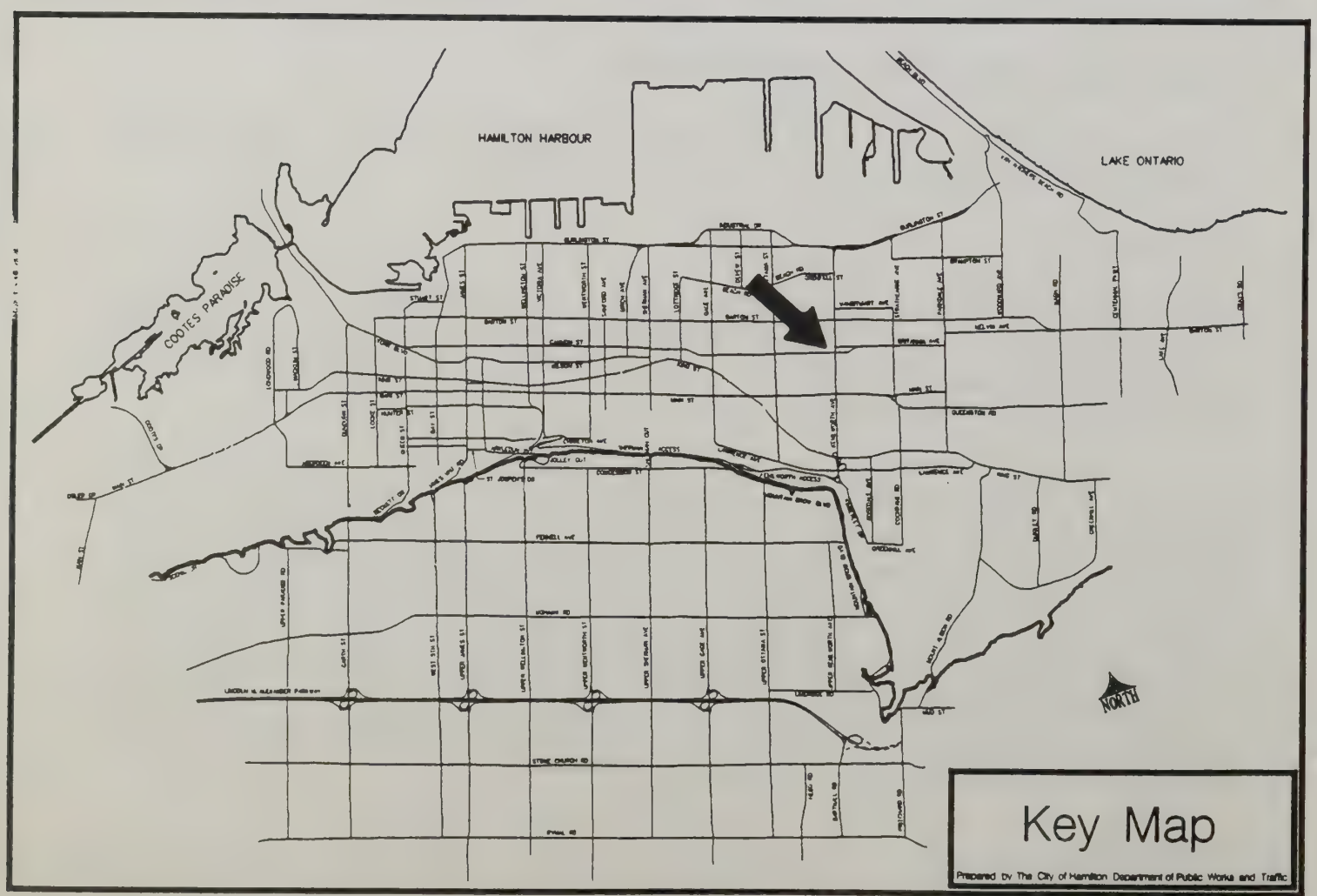
BACKGROUND:

The Principal of Holy Family School has requested that a school bus loading zone be installed on the south side of Britannia Avenue adjacent to the entry doors of the school. Currently, there are three mini buses servicing this school and there is currently no loading/unloading facility available for these buses.

There is presently a "No Parking Anytime" regulation on the south side of Britannia in this area. Thus, there will be no loss of parking which could impact the neighbouring residential properties. Typically, much of the curb side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of school children is taking place on Britannia, staff concurs with this request.

TA/MBH/klk


CAMPBELL AVENUE
HOPE AVE
BRITANNIA AVE
CANNON STREET EAST
ROXBOROUGH AVENUE
PARK ROW
ROBINS AVE
ANDREW AVE
ARCHIBALD AVE
LONDON
KING ST N
NORTH AVENUE
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(iii)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 10
File No. TEC-058-99 / Author: T. Arnold

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: School Bus Loading Zone on Colcrest Street adjacent to St. Agnes School

RECOMMENDATION:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Colcrest Street commencing at a point 118 feet east of the east curb line of Seabrooke Drive and extending 40 feet easterly be extended a further 58 feet easterly, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

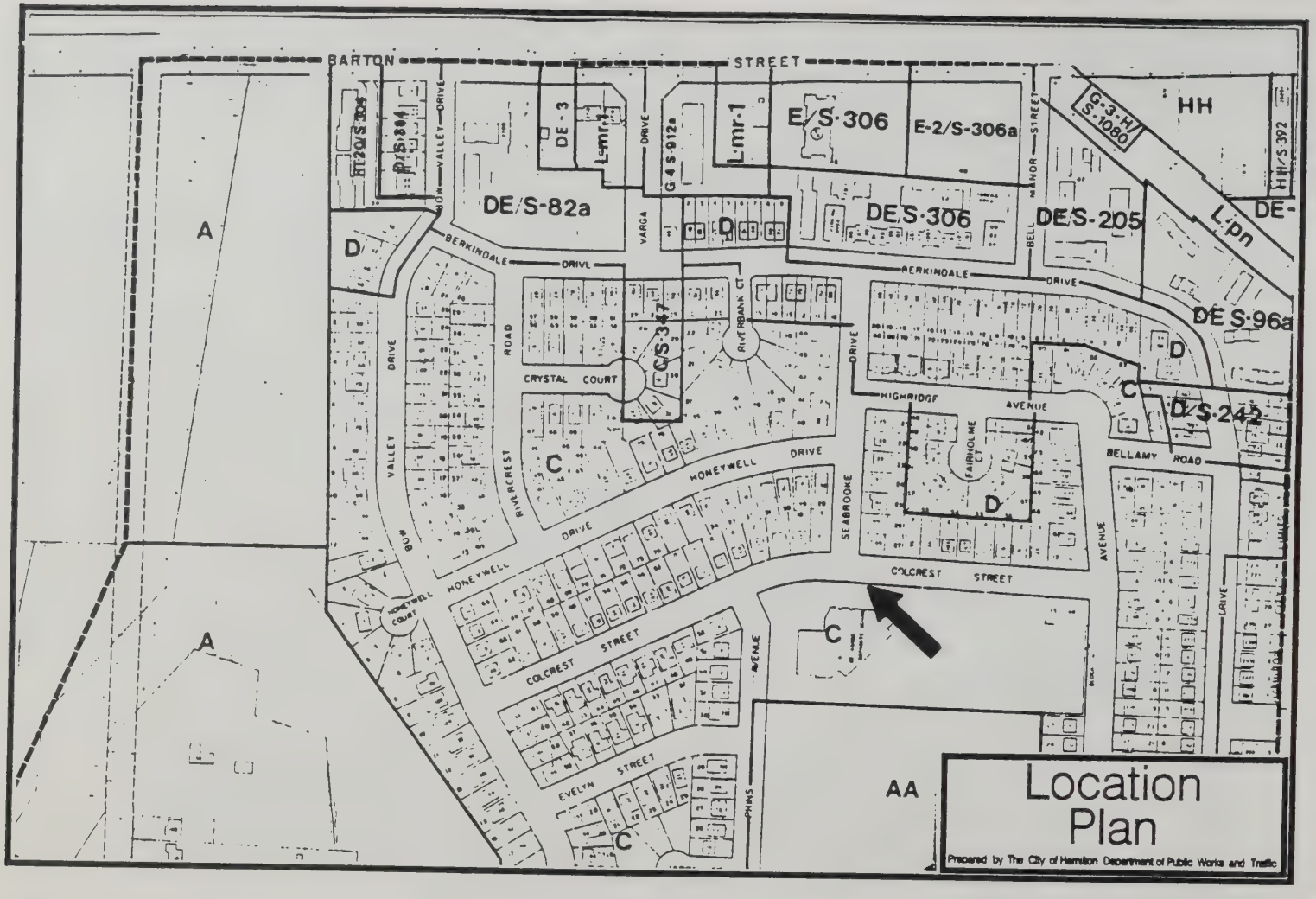
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

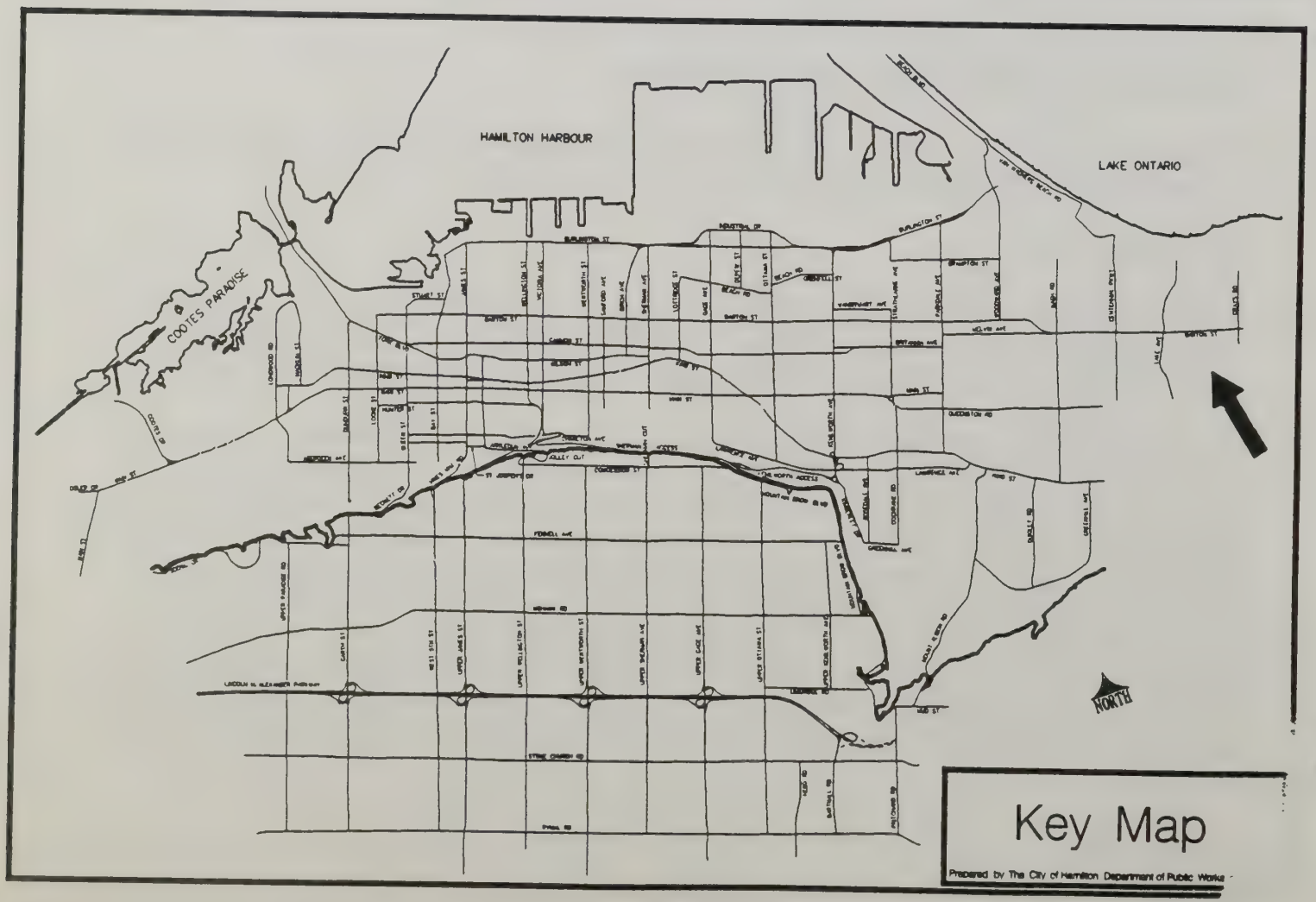
BACKGROUND:

The Principal of St. Agnes School has requested that the existing school bus loading zone on Colcrest Street be extended. Currently, there are two buses servicing this school and the existing school bus loading zone cannot accommodate these buses.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Colcrest in this area. Thus, there will be no loss of parking which could impact the neighbouring residential properties. Typically, much of the curb side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of school children is taking place on Colcrest, staff concurs with this request.

TA/MBH/klk


BARTON STREET
DE/S-82a
DE/S-306
E/S-306
E-2/S-306a
DE/S-205
DE S-96a
D/S-242
CRYSTAL COURT
HONEYWELL DRIVE
COLCREST STREET
EVELYN STREET
BERKINDALE DRIVE
HIGHRIDGE AVENUE
BELLAMY ROAD
FAIRHOLME CT
SEABROOKE DRIVE
AVENUE
A
AA
C
D
HH
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works

B(rn)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 12
File No. TEC-061-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 27 Mons Avenue – Request to Remove a "No Stopping, Wheelchair Loading Zone"

RECOMMENDATION:

That the existing "No Stopping, Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the north side of Mons Avenue, commencing at a point 48 feet east of Avondale Avenue and extending to a point 20 feet easterly therefrom, be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

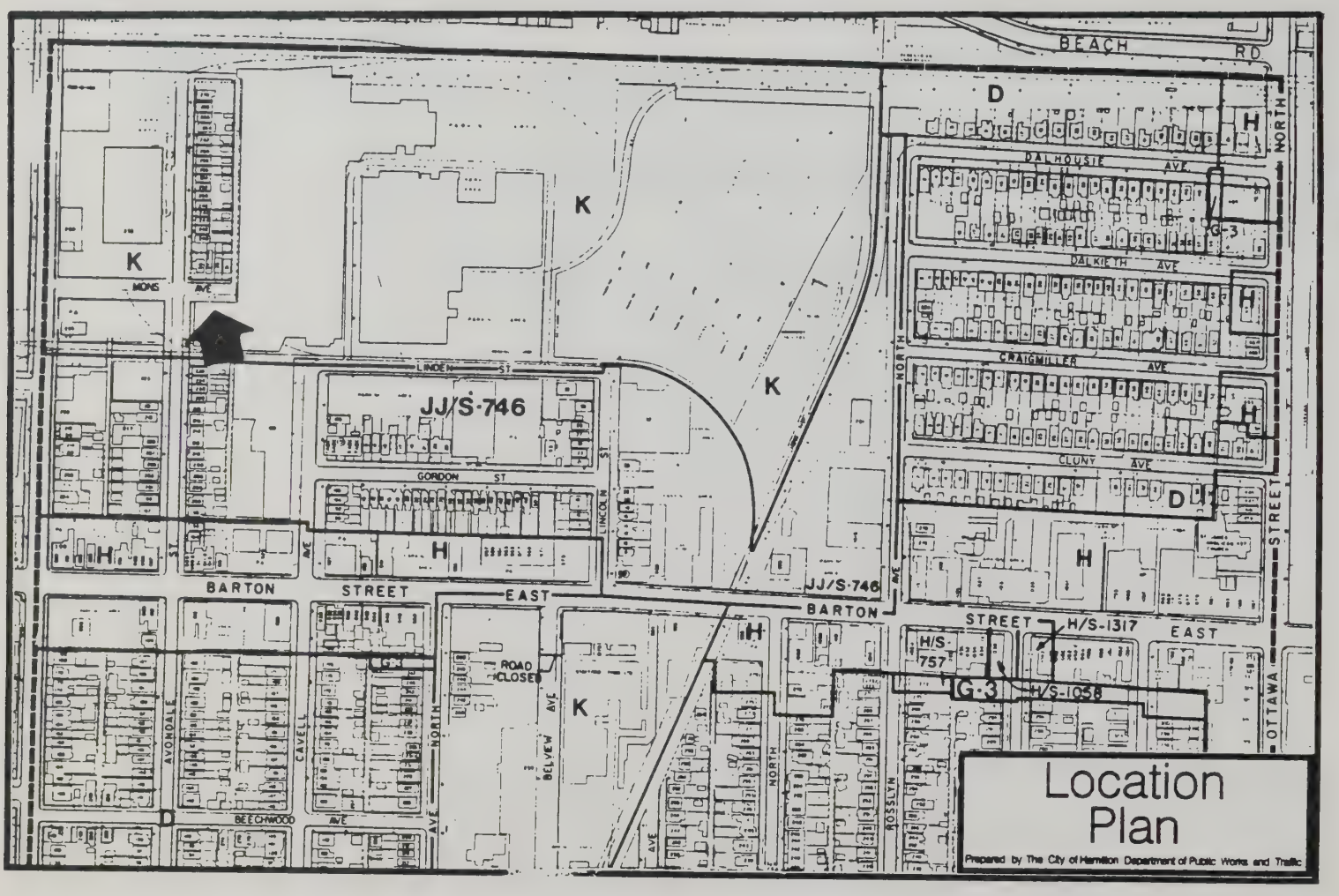
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing the subject signs.

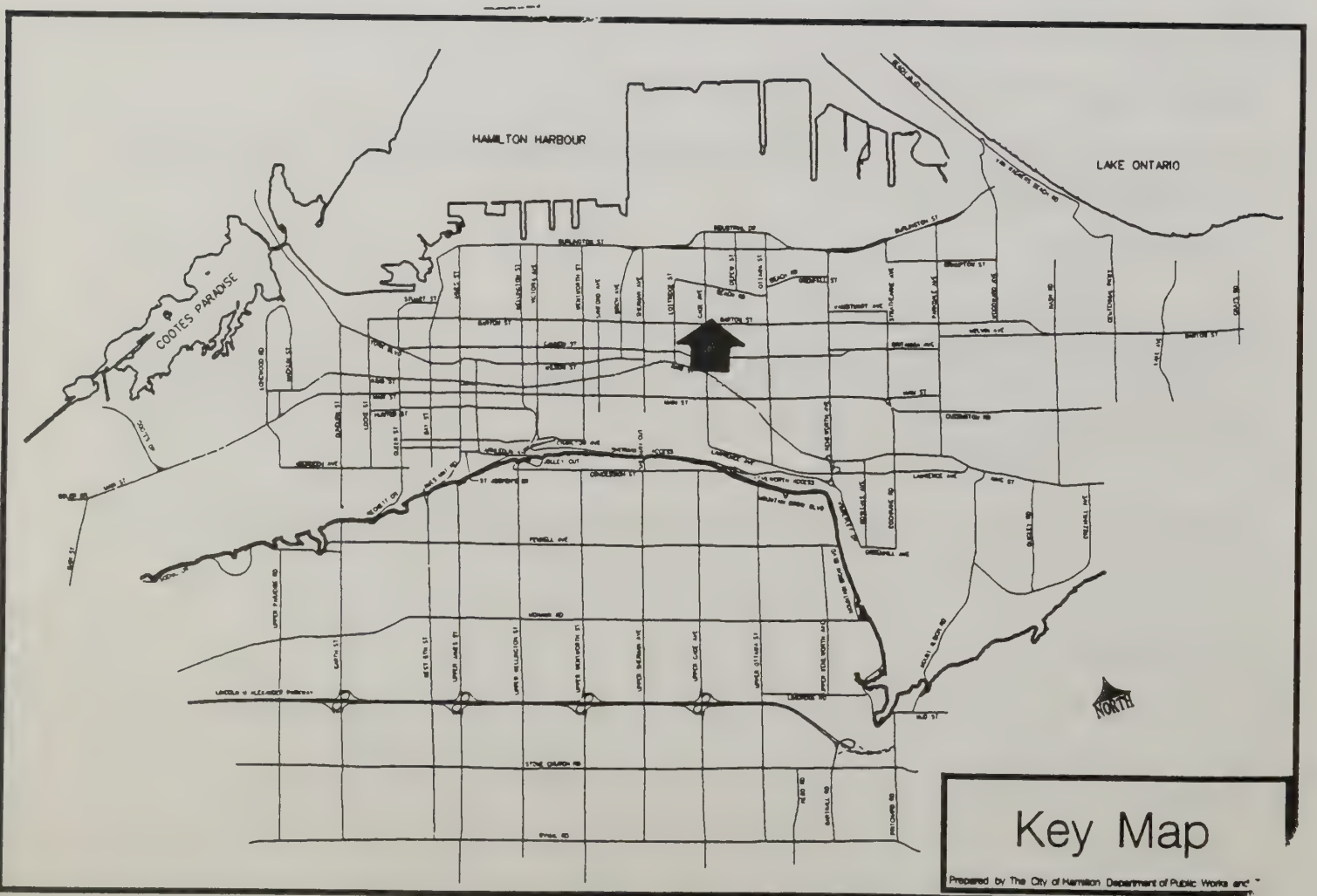
BACKGROUND:

Staff has received a request from an area resident that the existing "No Stopping, Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the north side of the street directly in front of 27 Mons Avenue be removed, as the house is presently vacant. Staff has confirmed that the house is vacant and, therefore, it would be appropriate to remove the signs.

Removal of the subject regulation will restore one unrestricted parking space to the north side of the street.

CVB/MBH/klk


BEACH RD
DALHOUSIE AVE
DALKEITH AVE
CRAIGMILLER AVE
CLUNY AVE
NORTH STREET
MONS AVE
LINDEN ST
GORDON ST
LINCOLN ST
JJ/S-746
BARTON STREET EAST
ROAD CLOSED
AVONDALE AVE
CAVELL AVE
BELVIEW AVE
BEECHWOOD AVE
ROSSLYN AVE
H/S-1317
H/S-757
H/S-1038
G-3
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and

B(iii)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 12
File No. TEC-065-99 / Author: T. Arnold

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Brigade Drive at Byng Street – Corner Clearances

RECOMMENDATION:

That a "No Stopping" corner clearance be implemented on the north side of Brigade Drive commencing at a point 41 feet west of the west curb line of Byng Street and extending to a point 134 feet easterly, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

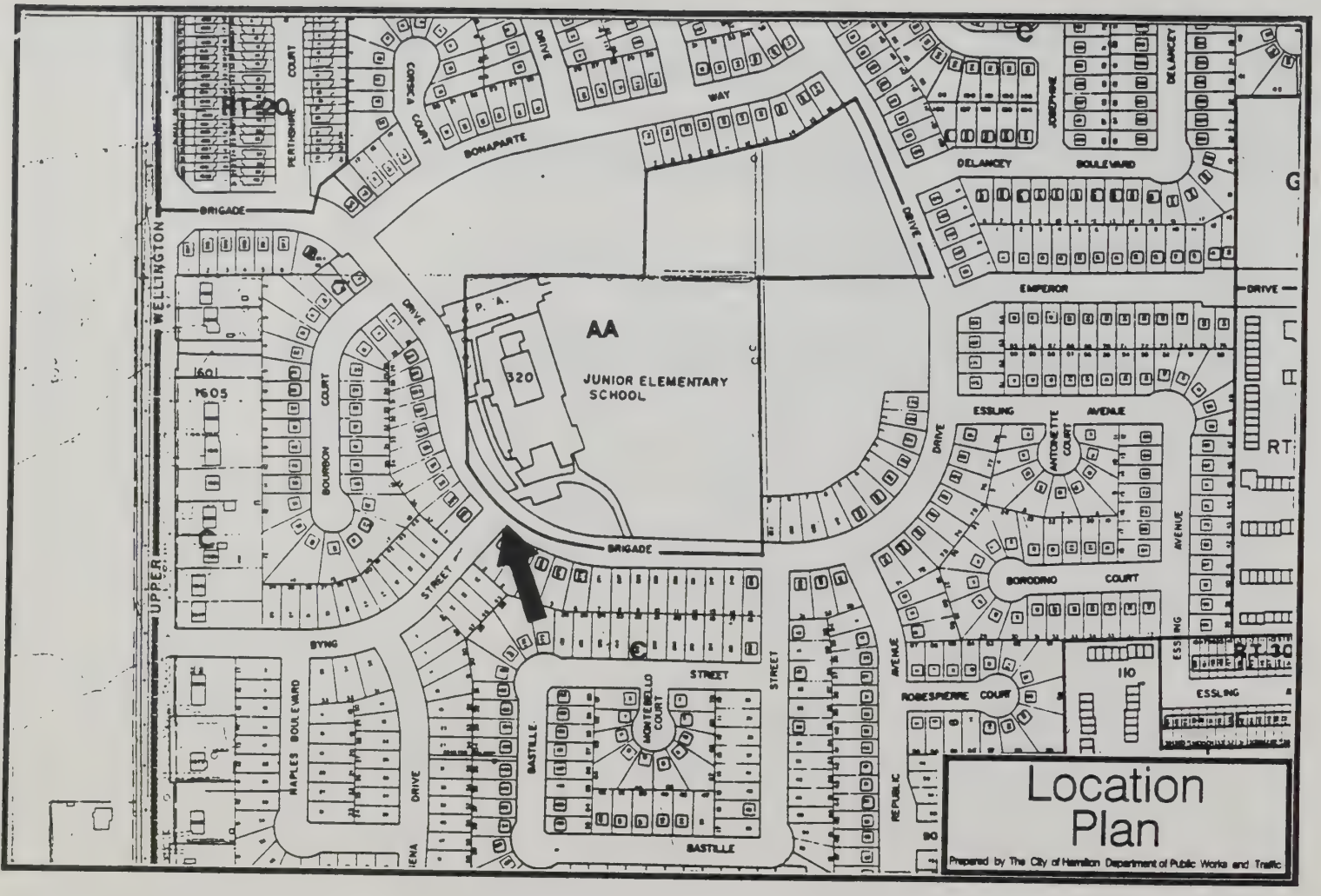
BACKGROUND:

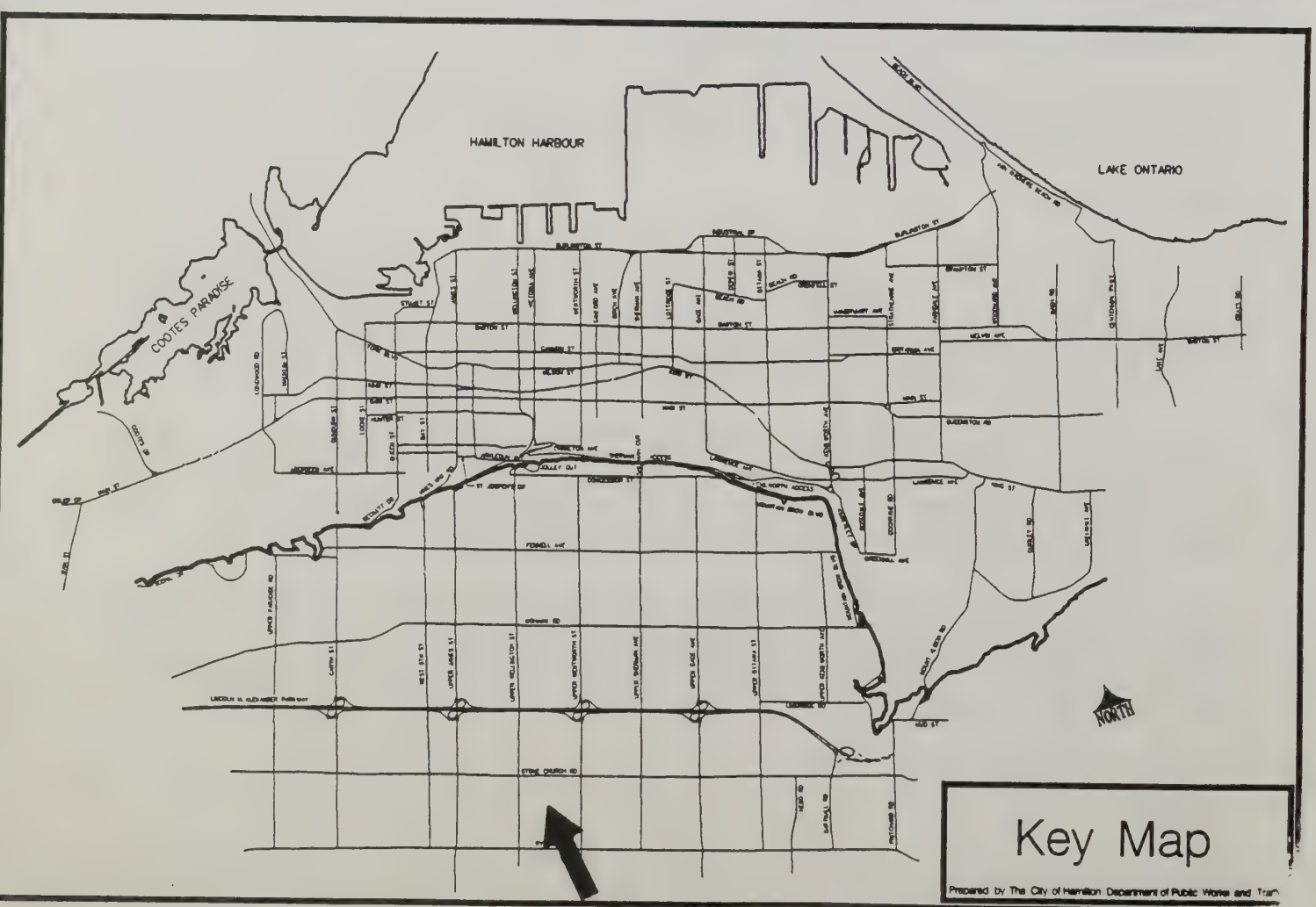
Alderman Bill Kelly has advised of concerns regarding traffic congestion on Brigade Drive in the vicinity of Helen Detwiler School. It has been confirmed through observations and discussions with the Principal of the school that the congestion relates to parents picking up/dropping off their children.

Observations reveal that parents are parking on both sides of Brigade such that they are too close to the intersection of Brigade and Byng and impeding vehicles and the safe crossing of the street by students. "No Stopping" corner clearances on the south side of Brigade will be installed using existing provisions within the Traffic By-law.

This recommendation has been discussed with the Principal and he is in agreement with this action. Current regulations on Brigade and Byng allow for parking, but all area residential properties have adequate off-street parking, thus we do not anticipate any parking problems resulting.

TA/MBH/klk


AA
JUNIOR ELEMENTARY SCHOOL
320
P. A.
BRIGADE
BONAPARTE
DELANCEY
BOULEVARD
EMPEROR
DRIVE
ESSLING
AVENUE
BORODINO
COURT
ANTOINETTE
STREET
BASTILLE
MONTEBELLO
REPUBLIC
ROBESPIERRE
BYNG
NAPLES
UPPER WELLINGTON
RT 20
RT 30
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(in)(1)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1999 February 2

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: Appointment of Municipal Weed Inspectors

RECOMMENDATION:

a) That the Director of Legal Services be authorized to draft the appropriate by-law, appointing Municipal Weed Inspectors under The Weed Control Act, to permit the appointment of the following 23 inspectors:

R. Aldridge	J. Dodman	D. Pierce
P. Booker	A. Dore	A. Polowy
R. Boutcher	R. Duckworth	J. Pook
J. Bovaird	C. Gibbs	S. Taylor
D. Boyer	R. Guenther	P. Tompkins
R. Campanella	C. Manning	J. Turner
S. Capostagno	J. McShane	R. Yanke
R. Del Conte	T. Perry	

b) That By-Law 95-057 be repealed.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

To respond to complaints during the season, it is necessary to appoint weed inspectors to enforce The Weed Control Act. The Provincial Government requires that the City of Hamilton Municipal Weed Inspectors be appointed on an annual basis.

CG/rb

c.c. Law Department

B(m)(y)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 January 28

REPORT TO: C. Biggs, Legislative Assistant
Transport and Environment Committee

FROM: D. Lobo, Commissioner
Department of Public Works and Traffic

SUBJECT: The Hess Village Pedestrian Mall Authority –
Outdoor Boulevard Café Agreement and Encroachment Fee Formula.

RECOMMENDATION:

a) That the Hess Village Pedestrian Mall Authority's proposed formula for an Outdoor Boulevard Café encroachment fee as follows, be approved:

6/12 of market value per square foot x 10% = amount per square foot to be charged;

b) That the Hess Village Pedestrian Mall Authority's proposed Outdoor Boulevard Café Agreement, attached as Schedule 'A', be approved.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financial or staffing implications. See below for legal implications.

BACKGROUND:

The City of Hamilton Act, 1979 authorizes the City of Hamilton to establish Pedestrian Mall Authorities. The Act also sets out certain powers that the City can grant to the Mall Authority. The City of Hamilton's By-law No. 80-179, establishes a pedestrian mall or way on George Street, between Queen Street South and Hess Street South setting out regulations for authorized vehicles within the Mall.

By-law No. 80-183 establishes the Hess Village Pedestrian Mall Authority and entrusts the Mall with the maintenance, control, operation and management of the Mall. The by-law also:

i) Authorizes the Mall Authority to place or authorize the placing in or upon the pedestrian mall, trees, shrubs, flower beds, plants and any other things that will beautify the pedestrian mall, as well as, benches, chairs, tables, displays, exhibits, and any other things, for the convenience, comfort, education, refreshment, amusement or entertainment of pedestrians.

ii) Dictates that no person shall use any part of the pedestrian mall for commercial or business purposes without first obtaining a permit from the Mall Authority

iii) Dictates that every applicant for a permit shall make an application in writing to the Mall Authority on a form provided by the Mall Authority and shall pay to the Mall Authority the rates as prescribed by the Mall Authority and approved of by the Council of the Corporation of the City of Hamilton.

iii) Sets out the fine for every person in contravention of the By-law.

The Hess Village Pedestrian Mall Authority at its meeting held 1999 January 06, approved the attached formula for Outdoor Patio Encroachment Fee (the same formula utilized by the Corporation of the City of Hamilton and the Regional Municipality of Hamilton Wentworth). The Mall Authority also approved the proposed Outdoor Patio Café Agreement to be entered into between the Mall Authority and the applicants that wish to place an outdoor patio on the pedestrian mall. Staff from the Law Department and Regional Engineering Department reviewed the proposed Agreement and modifications were made where necessary prior to seeking final approval from the Mall Authority and ultimately seeking City Council approval.

DL:HM:hm

cc: L. Farr, Law Department
G. Aston, Regional Engineering

SCHEDULE 'A'

HESS VILLAGE PEDESTRIAN MALL AUTHORITY FORMULA FOR OUTDOOR BOULEVARD CAFÉ ENCROACHMENT FEE

50% of market value per square foot x 10% = amount per square foot to be charged.

FOR EXAMPLE:

Market Value:	$14.00
50% of Market Value:	$ 7.00 x 10% = 70c

Patio Measurement: 20' x 20' = 400 sq.ft.

400 x .70 = $280.00

SCHEDULE "A"

D R A F T

DATED:

THE HESS VILLAGE PEDESTRIAN MALL AUTHORITY

- and -

(insert name of applicant)

TWO PARTY

OUTDOOR BOULEVARD CAFE AGREEMENT

ADDRESS:

THIS AGREEMENT made this day of , 19

BETWEEN:

THE HESS VILLAGE PEDESTRIAN MALL AUTHORITY

(hereinafter called "The Mall Authority")

OF THE FIRST PART

-and-

(**insert name of applicant**)

(hereinafter called "the Applicant")

OF THE SECOND PART

WHEREAS the Applicant is the registered owner of the property known municipally as (**insert municipal address, Hamilton, Ontario**) in The Hess Village Pedestrian Mall Authority, more particularly described in Schedule "A" attached hereto;

AND WHEREAS the Applicant carries on the business of a restaurant at the above address;

AND WHEREAS By-law 80-183 of the Corporation of The City of Hamilton entrusts to The Hess Village Pedestrian Mall Authority, the maintenance, control, operation and management of "The Hess Village Pedestrian Mall" and, states that no person shall use any part of the pedestrian mall or way for commercial or business purposes without first obtaining a permit from The Hess Village Pedestrian Mall Authority and, every applicant for a permit shall make an application in writing to the Authority on a form provided by the Authority and shall pay the Authority the rates prescribed by the Authority and approved of by the Council of The Corporation of the City of Hamilton.

NOW THEREFORE the parties hereto covenant and agree as follows:

1. That the Applicant, being the registered owner of the premises known municipally as (**insert municipal address, Hamilton, Ontario**) may during the pleasure of The Hess Village Pedestrian Mall Authority, operate an outdoor boulevard cafe from April 1st to October 31st inclusive of each year on the lands being part of the road allowance (**insert street name, Hamilton, Ontario**) and may place and maintain the encroachment of:

   (a) a boulevard cafe measuring (**describe nature of encroachment**)

   (hereinafter referred to collectively as "the works") as shown on a sketch attached hereto as Schedule 'B', but so as not to interfere with the free and safe passage of persons and vehicles using the said road allowance.

2. This Agreement is subject to the rights of the Hess Village Pedestrian Mall Authority and the Corporation of the City of Hamilton and the Regional Municipality of Hamilton Wentworth to use the road allowance for their purposes as required.

3. All fees, costs and expenses due and payable by the Applicant to the Hess Village Pedestrian Mall Authority, or paid or incurred by the Hess Village Pedestrian Mall Authority under this Agreement, may in the event of default of such payment, be recovered by the Hess Village Pedestrian Mall Authority by distraint or lawsuit and the Hess Village Pedestrian Mall Authority may in addition, thereupon terminate this Agreement as provided in paragraph 11 herein.

4. The Applicant shall pay a first year fee of $_____ to the Hess Village Pedestrian Mall Authority. Payment will be made 50% by June 30 of the first year and 50% by September 30 of the first year.

5. The Applicant shall pay to the Hess Village Pedestrian Mall Authority a yearly fee every year during the currency of this Agreement the annual sum or fee of $ _____ (representing 6/12 of the annual fee from April 1st to October 31st), or such sum or fee as may be determined by the Hess Village Pedestrian Mall Authority from time to time, through payments of 50% of the fee by June 30 and 50% of the fee by September 30.

6. The Applicant shall and does hereby at all times covenant to indemnify and save harmless the Hess Village Pedestrian Mall Authority and the Corporation of the City of Hamilton, from and against all actions, causes of action, interests, claims, demands, costs, damages, expenses, or loss howsoever arising which the Hess Village Pedestrian Mall Authority and/or the Corporation of the City of Hamilton, or either of them, may bear, suffer or be put to by reason of any damage to property, injury or death to any person as a result of the privilege herein allowed to the Applicant. At the time of the execution of this Agreement, the Applicant shall deliver to the

Hess Village Pedestrian Mall Authority an endorsement from its commercial general liability insurance policy confirming that the Hess Village Pedestrian Mall Authority and the Corporation of the City of Hamilton have been named as additional insureds for third party bodily injury and property damage arising out of the granting of the privilege set out in this Agreement to a limit of not less than Three Million Dollars ($3,000,000) or such other amount that may be required by the Hess Village Pedestrian Mall Authority from time to time. Or, if the Applicant is serving liquor, the insurance certificate shall also include Five Million Dollars ($5,000,000) of coverage including liquor license liability insurance indemnifying the Hess Village Pedestrian Mall Authority and the Corporation of the City of Hamilton. This policy or policies shall include a cross-liability and waiver of subrogation clause in respect of each named insured and shall be kept in force by the Applicant during the term of this Agreement. Upon written request by the Hess Village Pedestrian Mall Authority, the Applicant shall forthwith deliver to the Hess Village Pedestrian Mall Authority endorsements for the aforesaid policy current for that year.

7. In no case whatsoever shall compensation be payable to the Applicant for improvements (if any) to the road allowance.

8. (a) The Applicant shall at all times keep and maintain the works in a good and proper state of repair and safety.

(b) The Applicant shall remove all of their installations and cafe appurtenances related to the operation of the outdoor boulevard cafe from the road allowance during the period of November 1st to March 31st inclusive of each year and shall restore the road allowance to the satisfaction of the Hess Village Mall Authority.

9. Only the works herein authorized may be erected by the Applicant.

10. The design, construction and location of the said works shall be previously approved by the Hess Village Pedestrian Mall Authority and described in the Outdoor Boulevard Cafe Technical Design Specifications attached as Schedule 'C', and shall be erected and maintained in all respects by the Applicant to the approval of the Hess Village Pedestrian Mall Authority. The fact that the Hess Village Pedestrian Mall Authority shall have been satisfied with the design, location and construction shall in no way discharge or modify any liability or obligation of the Applicant that may arise from this Agreement.

11. If on the erection of the said works any act or thing shall be contrary to the order or direction of the Hess Village Pedestrian Mall Authority, or if any act or thing shall be done of which the Hess Village Pedestrian Mall Authority shall disapprove, or if in the opinion of the Hess Village Pedestrian Mall Authority the Applicant shall fail to maintain the said works in a safe condition, the Hess Village Pedestrian Mall

Authority shall verbally or in writing require the Applicant to alter or repair the same, and if same shall not be altered or repaired within forty-eight (48) hours after such requirement, or if the Applicant shall neglect or refuse to remove the said works or thing within thirty (30) days after notice to remove the same shall have been delivered or posted as mentioned in paragraph 18 of this Agreement, then and in any such case the Hess Village Pedestrian Mall Authority may cause the required work to be done either by its own servants or by some other person, and the cost of any such work may be recovered by the Hess Village Pedestrian Mall Authority as set out in paragraph 3 of this Agreement.

12. This Agreement may be terminated at any time by the Hess Village Pedestrian Mall Authority or the Applicant for any reason after the delivery to the other of written notice of its intention to terminate at least thirty (30) days prior to such termination.

13. Notwithstanding paragraph 12 of this Agreement, this Agreement will immediately terminate upon the Applicant ceasing to be the registered owner of the premises described in paragraph 1 herein.

14. Within thirty (30) days of the delivery by the Applicant to the Hess Village Pedestrian Mall Authority of notice of its intention to terminate this Agreement or upon receipt of such notice from the Hess Village Pedestrian Mall Authority, the Applicant shall remove the said works and restore the part of the road allowance occupied by the works to a condition acceptable to the Hess Village Pedestrian Mall Authority.

15. The Applicant shall observe and comply with all parliamentary and legislative enactments and with all By-laws and regulations of the Hess Village Pedestrian Mall Authority and the Corporation of the City of Hamilton, and all notices, orders and demands given by the Hess Village Pedestrian Mall Authority through its Chairman respecting the subject lands and the works thereon.

16. This Agreement is subject to all rights now or that may hereafter be vested in the Hess Village Pedestrian Mall Authority and the Corporation of the City of Hamilton, or any gas, telephone, telegraph, electric light, or other utility company, in respect of the care and improvement of the streets, the construction, repair, replacement, or removal of sewers, watermains, culverts, drains, water or gas pipes or the placing of poles or wires (herein called "services") therein. The Hess Village Pedestrian Mall and the Corporation of the City of Hamilton expressly reserves to themselves the right to construct services or permit services to be constructed therein. The Applicant shall not be entitled to any damages by reason of the exercise of the Hess Village Pedestrian Mall Authority's or the Corporation of the City of Hamilton's

rights contained in this paragraph and the Applicant shall, at his/her own expense, carry out such alteration of the works as the Chairman may direct.

17. No length of time or of enjoyment by the Applicant shall enure to give any right, title or interest to the Applicant or his successors in title, in the subject lands or to maintain the said works on, under, across or above, as the case may be, the said road allowance or shall deprive the Hess Village Pedestrian Mall Authority or the Corporation of the City of Hamilton by the operation of any limitation period or otherwise of any right to require the removal thereof and restoration of the road allowance.

18. Any notice to be given to the Hess Village Pedestrian Mall Authority shall be delivered or posted by prepaid registered mail addressed to:

The Hess Village Pedestrian Mall Authority
(insert The Mall Authority's address)

_____
_____
_____

or such other addresses as may hereafter be assigned.
Any notice to be given to the Applicant shall be delivered or posted by prepaid registered mail addressed to the Applicant at:

(insert Applicant's address)

If any question arises as to whether any notice was or was not communicated by one party to the other, it shall be deemed to have been effectively communicated or given on the day delivered or on the fifth (5th) day after it was mailed, despite any strikes, lockouts or other disruption of mail service, whichever is the earlier.

19. If any provision of this Agreement shall become illegal or unenforceable in whole or in part, the remaining provisions shall nevertheless be valid, binding and subsisting.

20. This Agreement shall be governed by the laws of the Province of Ontario and the laws of Canada applicable therein, and shall be treated in all respects as an Ontario contract.

SIGNED SEALED AND DELIVERED
in the presence of:

_____
signature of witness

_____
print name & address of witness

THE HESS VILLAGE PEDESTRIAN MALL AUTHORITY

_____
Chairperson

_____
Vice-Chair

_____
Date

Applicant:

_____

_____

_____
Date

OUTDOOR BOULEVARD CAFE
TECHNICAL DESIGN SPECIFICATIONS

The Applicant is required to submit an application form, background information and detailed plans of the proposed Outdoor Boulevard Cafe to the Hess Village Pedestrian Mall Authority. The plans must meet the following specifications for approval:

PERIMETER FENCE

- Minimum Setback: 0.45m (1.5') from back of sidewalk or 2.0m (6.56') from curb, whichever is less
- Minimum Setback from Fire Hydrants: 1.0m (3.28')
- Placed to allow appropriate clearance from entrance of adjacent establishments
- To be rounded or splayed at curb radii
- Minimum 9.0m (3') - Maximum 1.2m (4') in height
- Placed to permit adequate clearance from street furnishings (transit stops, shelters, poles, trees, benches)
- To be easily removable
- To be constructed of metal railings and posts, fabric inserts optional

PERIMETER FENCE POSTS

- To be free-standing
- May be supported on removable plates anchored to paved surface of boulevard
- Not to penetrate surface grade

SIGNS AND POLES

- Not permitted

WASHROOM FACILITIES

- To be provided to the satisfaction of the Department of Public Health Services

AWNINGS AND UMBRELLAS

- To be retractable or removable
- Lowest point of awning to be at least 2.36m (7.75') above cafe floor
- Awning valance or canopy to be a least 2.13m (7.0') above cafe floor
- Not to project beyond perimeter fence
- Where awning exceeds 3.5m (11.5') in width, provision is to be made for surface run-off and temporary connection to storm drain
- Umbrellas used as cafe furniture to be free-standing or to pass through centre of tables

CAFE FLOOR

- To be at same elevation as adjoining sidewalk
- To consist of paving stones, concrete or asphalt
- Applicant may request permission to install elevated cafe floor structure, subject to utility approval

CAFE FURNISHINGS

- To be movable
- Not to be affixed to building or perimeter fence
- Not to penetrate perimeter fence

GENERAL

- Pumper connections on the side of the building are to be clearly visible and easily accessible from the street
- Name and type of establishment may appear on valance of awnings or umbrellas

The Applicant may be asked to alter the plans at the discretion of the Hess Village Pedestrian Mall Authority.

OUTDOOR BOULEVARD CAFE
CONDITIONS AND REQUIREMENTS

A. Live or amplified music is not permitted within the Outdoor Boulevard Cafe. Cafe operations to conform to the City of Hamilton Noise By-law No. 79-292, as amended from time to time.

B. Applicant must permit the Regional Municipality of Hamilton-Wentworth and the Corporation of the City of Hamilton or any public utility to enter the Boulevard Cafe area for the purposes of installation, maintenance and repair of pipes, cables, wires, poles and other installations. The cost of restoration is to be the responsibility of the Applicant.

C. A permit holder cannot use any part of the Boulevard Cafe for any other use at any time (i.e. parking, advertising, signs, etc.).

D. Only food and beverages prepared and served from the abutting eating establishment are permitted. No outdoor food preparation or service facilities are permitted within the patio area (i.e. no barbecues).

The facilities of the abutting eating restaurant must provide food preparation, garbage storage, and washrooms satisfactory to the Medical Officer of Health.

Maximum seating capacity of cafe to be determined by Medical Officer of Health.

E. Fees for seasonal licences shall be based on a ten percent (10%) return of fair market value of the licensed area (subject to review regularly), pro-rated for a seven (7) month period from April 1st to October 31st inclusive. All items of encroachment are to be removed during the remaining five (5) month period.

F. Applicant must provide details and drawings on the colour, the architectural finishes and the arrangement of the various elements such as chairs, tables, umbrellas, plantings, refuse containers and floor-mounted menus before their application is submitted to the Hess Village Pedestrian Mall Authority.

G. Whenever the ownership of the abutting eating establishment changes, the transfer of the licence for the boulevard cafe must be approved by the Hess Village Pedestrian Mall Authority. Whenever the Applicant proposed modifications to the cafe, the application is considered to be a new proposed cafe and proceeds through the full review and approval process.

H. Land intended for Outdoor Boulevard Cafe must conform to the Zoning By-laws of the abutting lands.

B(iv)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 18
File No.: DA 98-44/Harold Groen

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: **Proposed Roadway Alteration of Delawana Drive, west of Centennial Parkway and Centennial Parkway, south of Delawana Drive (R-99-06)**

RECOMMENDATION:

a) That the proposed alteration of Delawana Drive from approximately 70 meters west of Centennial Parkway to approximately 30 meters west of Fairington Crescent be advertised under Section 300 of the Municipal Act being Chapter M.45 of the Revised Statutes of Ontario 1990.

b) That the proposed alteration of Centennial Parkway from approximately 50 meters south of Delawana Drive to approximately 40 meters north of Vineyard Road be advertised under Section 300 of the Municipal Act being Chapter M.45 of the Revised Statutes of Ontario 1990.

c) That the necessary Road Alteration By-law be prepared by the Commissioner of Public Works and Traffic in a form satisfactory to the Municipal Solicitor and advertised by the City Clerk.

d) That the Cadillac Fairview Corporation Limited be responsible for all costs relating to these roadway alterations on Centennial Parkway and Delawana Drive.

e) That the Cadillac Fairview Corporation Limited be required to enter into an appropriate agreement with the City of Hamilton for these road works in a form satisfactory to the Municipal Solicitor.

Continued...

f) That the Cadillac Fairview Corporation Limited be advised of these actions.

D. Lobo
Commissioner
Public Works and Traffic

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

All costs associated with these roadway improvements will be at the sole expense of The Cadillac Fairview Corporation Limited.

BACKGROUND:

On November 10, 1998, Cadillac Fairview submitted Site Plan Control Application DA 98-44 to the City of Hamilton for approval. This site plan application included an expansion to the existing Fortinos store as well as the relocation of the northerly access to Centennial Parkway and the relocation of the easterly access onto Delawana Drive.

The roadway improvements on Delawana Drive include the closure of the easterly access and the construction of a new channelized access approximately 40 meters east of Fairington Crescent. It is intended that the south curb line be relocated southerly and that a concrete median island be constructed on Delawana Drive and within the access to prevent motorists exiting the plaza from turning left to proceed west on Delawana Drive. The proposed island construction will not affect the existing accesses on the north side of Delawana Drive. In order to construct these improvements, a number of street trees will be removed and the existing landscape berm within the road allowance and on private property removed. The existing access will be removed and be replaced with landscaping to the satisfaction of the Forestry Section of the Public Works Department.

Continued...

The roadway improvements on Centennial Parkway include the closure of the existing northerly access to Eastgate Square and the construction of a new access approximately 20 meters to the south. This will require modifications to the center median island on Centennial Parkway with the southbound left turn storage lane on Centennial Parkway at Vineyard Road being reduced from approximately 45 meters to 25 meters in length. Further, two entrances on the east side of Centennial Parkway will require realignment with the accesses also being reduced in width to a standard commercial access. It is intended that these entrance realignments on the east side of Centennial Parkway occur within the road allowances only. Further, the existing vehicle movements within the accesses on the east side of Centennial Parkway will be maintained.

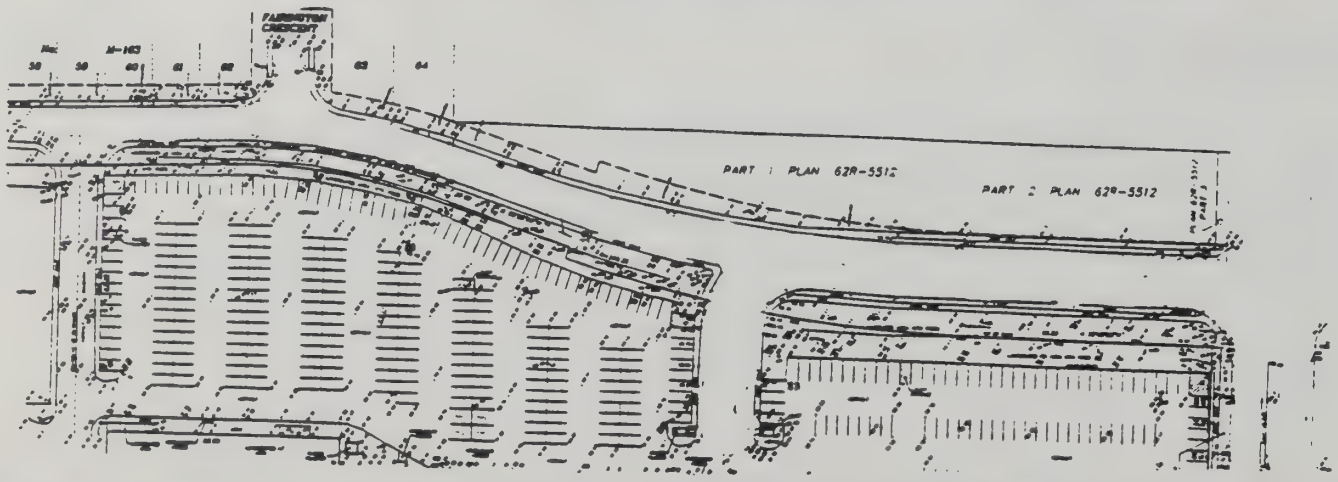
In order to construct the new access onto Centennial Parkway, two street trees will require removal. The existing access will be removed and replaced with landscaping to the satisfaction of the Forestry Section of the Public Works Department.

All road allowance widenings required to contain these roadway improvements within the road allowances will be dedicated to the City of Hamilton through the site plan agreement approvals.

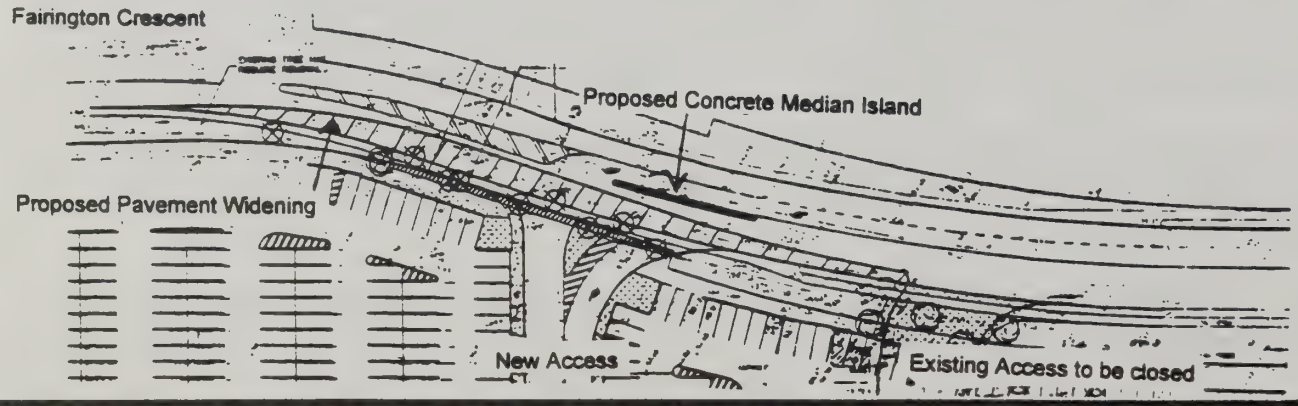
It is also intended that the Public Notice information be mailed to all the property owners directly abutting these road works.

HNG

DELAWANA DRIVE- EXISTING EAST ACCESS TO EASTGATE SQUARE



DELAWANA DRIVE- PROPOSED ROAD WIDENING, EAST ACCESS RELOCATION, MEDIAN ISLAND CONSTRUCTION ADJACENT TO EASTGATE SQUARE



LOCATION PLAN

DELAWANA DRIVE FROM APPROXIMATELY 30 METERS WEST OF FAIRINGTON CRECENT TO 70 METERS WEST OF CENTENNIAL PARKWAY

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
REGIONAL TRANSPORTATION DEPARTMENT

LEGEND

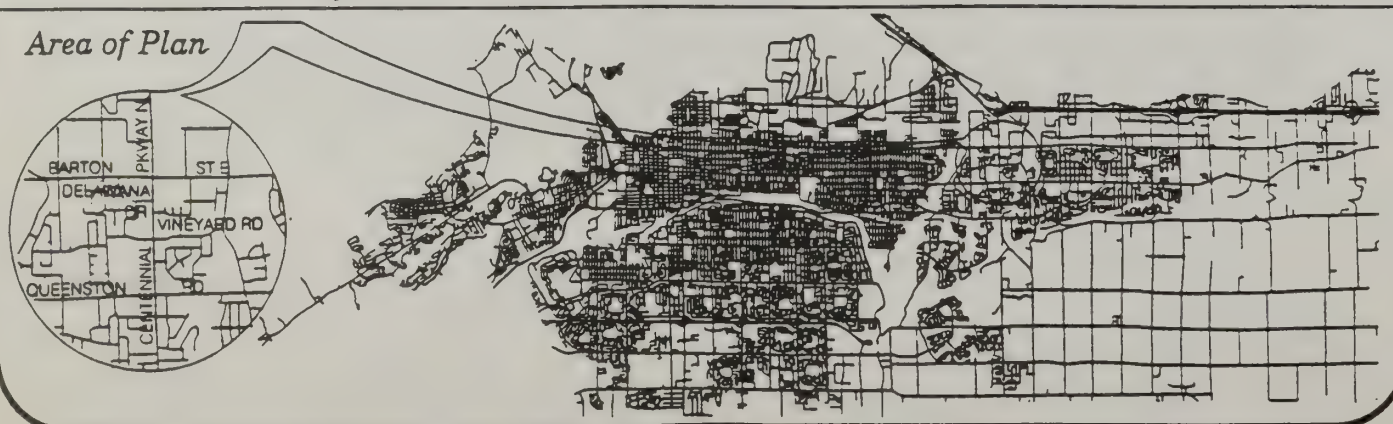
AREA OF PROPOSED ALTERATION

NORTH	SCALE	REFERENCE FILE NO.
	Not to Scale	DA-98-44
	DATE	
	February 23, 1999	

NORTH

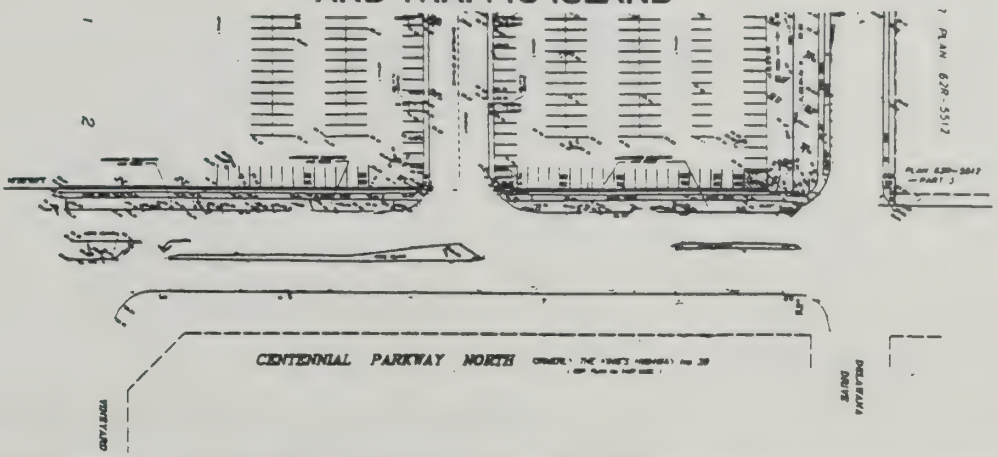
KEY MAP

NOT TO SCALE

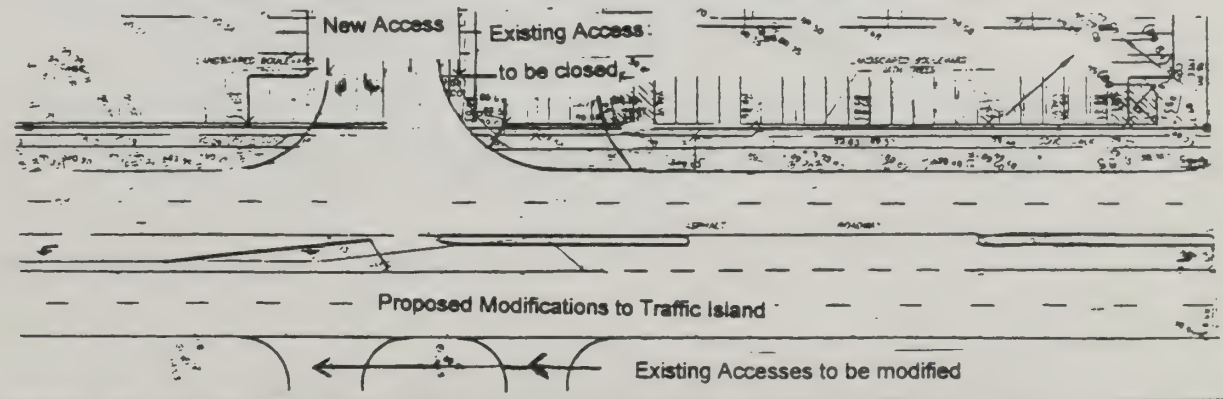


FORM RP-98-1

CENTENNIAL PARKWAY- EXISTING NORTH ACCESS TO EASTGATE SQUARE AND TRAFFIC ISLAND



CENTENNIAL PARKWAY- PROPOSED NORTH ACCESS TO EASTGATE SQUARE AND TRAFFIC ISLAND AND ACCESS MODIFICATIONS



LOCATION PLAN

CENTENNIAL PARKWAY FROM APPROXIMATELY 50 METERS SOUTH OF DELAWANA DRIVE TO APPROXIMATELY 40 METERS NORTH OF VINEYARD ROAD

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
REGIONAL TRANSPORTATION DEPARTMENT

LEGEND

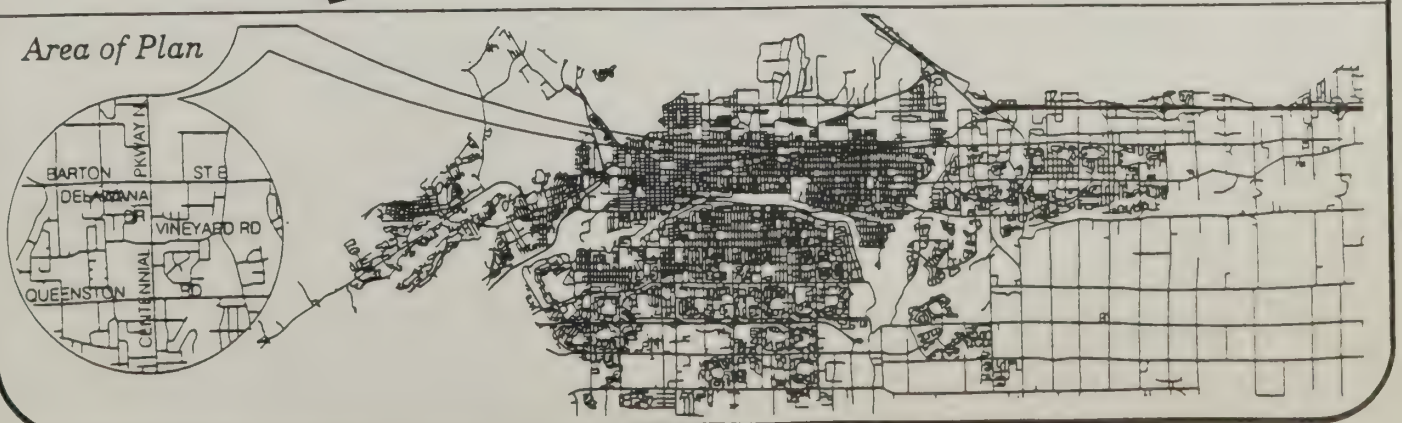
AREA OF PROPOSED ALTERATION

NORTH	SCALE	REFERENCE FILE NO.
	Not to Scale	DA-98-44
	DATE	
	February 22, 1999	

KEY MAP

NORTH

NOT TO SCALE



FORM RP-98-1

C(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 January 26
S703-97
S705-28
S720-36, M.P. Sabelli, C.E.T.

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: **1999 Servicing Expenditures Related to Subdivisions (CPD99-001)**

RECOMMENDATION:

a i) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated costs of services in

"CORNERSTONE ESTATES", Hamilton

City's share – NIL -, Owner's share $ 202,501.49

"EFFORT GARDENS – PHASE 2", Hamilton

City's share $ 53,793.37, Owner's share $ 39,143.50

Cont'd...

Cont'd...

"TIFFANY – PHASE 3", Hamilton

City's Share $ 56,927.00, Owner's Share $ 418,085.00

ii) That the Mayor and Municipal Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Cornerstone Estates", "Effort Gardens – Phase 2" and "Tiffany – Phase 3", Hamilton as well as and any other related documents for these Subdivisions subject to the approval of the Corporate Counsel.

iii) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

iv) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered the owner should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

v) That the City's share of services in "Effort Gardens – Phase 2" ($ 53,793.37) and "Tiffany – Phase 3" ($56,927.00) be approved and that the Finance and Administration Committee recommend the source of funding.

D. Lobo
Commissioner of
Public Works and Traffic

Lee Ann Coveyduck
General Manager of
Community Planning and Development Division

Cont'd...

Cont'd...

FINANCIAL/STAFFING/LEGALIMPLICATIONS:

"Cornerstone Estates"

There is no City share for the installation of the services for this development.

"Effort Gardens – Phase 2"

The total estimated cost of the City's share of services to be approved at this time for "Effort Gardens – Phase 2" is $ 53,793.37 which is associated with the above ground works on Theodore Drive and is recoverable through the mechanism of 0.30 metre reserves.

"Tiffany – Phase 3"

The total estimated cost of the City's share of services to be approved at this time for "Tiffany – Phase 3" is $ 56,927.00 which is associated with the above ground works and below ground works on Chedmac Drive adjacent to lands owned by the City which is recoverable through Development Charges.

BACKGROUND:

"Cornerstone Estates"

At its meeting of December 8, 1998 City Council approved the draft plan for "Cornerstone Estates", under the condition that the Owners, Alfredo and Emidio Massi, enter into a Subdivision Agreement with the City of Hamilton. The Owners now wish to proceed with the development of "Cornerstone Estates" at this time.

1999 Servicing Expenditures Related to Subdivisions (R-99-01)

Cont'd...

The development of "Cornerstone Estates" will result in the creation of twenty-eight (28) lots for single family homes, one (1) Block for a future Townhouse site and one (1) Block to be added to additional lands for the creation of a single building lot. An estimate of costs has been prepared and it has been determined that there is no City share for this development.

The lands of "Cornerstone Estates" are located on the southwest corner of Stone Church Road West and West Fifth Street in the Sheldon Neighbourhood.

"Effort Gardens - Phase 2"

At its meeting of June 27, 1989 City Council approved the draft plan for "Effort Gardens" under the condition that the Owner, Hampshire Properties Inc., enter into a Subdivision Agreement with the City of Hamilton. The Owner now wishes to proceed with the development of "Effort Gardens - Phase 2" at this time.

The development of "Effort Gardens - Phase 2" will result in the creation of nine (9) lots for single family homes. An estimate of costs has been prepared and it has been determined that there is a City share of $ 53,793.37 share for this development. The City's share has been calculated in accordance with current City subdivision cost sharing policies.

The lands of "Effort Gardens - Phase 2" are located east of Upper James Street north of Stone Church Road East in the Jerome Neighbourhood.

"Tiffany - Phase 3"

At its meeting of September 24, 1996 City Council approved the draft plan of subdivision for "Tiffany", under the condition that the Owner, Chedoke Health Corporation enter into a Subdivision Agreement with the City of Hamilton. The Owner, now wishes to proceed with the development of "Tiffany - Phase 3" at this time.

The development of "Tiffany - Phase 3" will result in the creation of seventy-three (73) lots for single family homes. An estimate of costs has been prepared and it has been determined that there is a City share of $ 56,927.00 for this development. The City's

Cont'd...

share has been calculated in accordance with current City subdivision cost sharing policies.

The lands of "Tiffany - Phase 3" are located east of Upper James Street west of Sanatorium Road and south of Scenic Drive in the Mountview Neighbourhood.

Note: The engineering schedules for the above-noted subdivisions have been prepared by the Developer's Consulting Engineer and have been approved by the Manager of Development of the Community Planning and Development Department.

MPS

cc: Finance and Administration Committee
Att: Alderman D. Wilson, Chairman
Att: Susan K. Reeder, Secretary

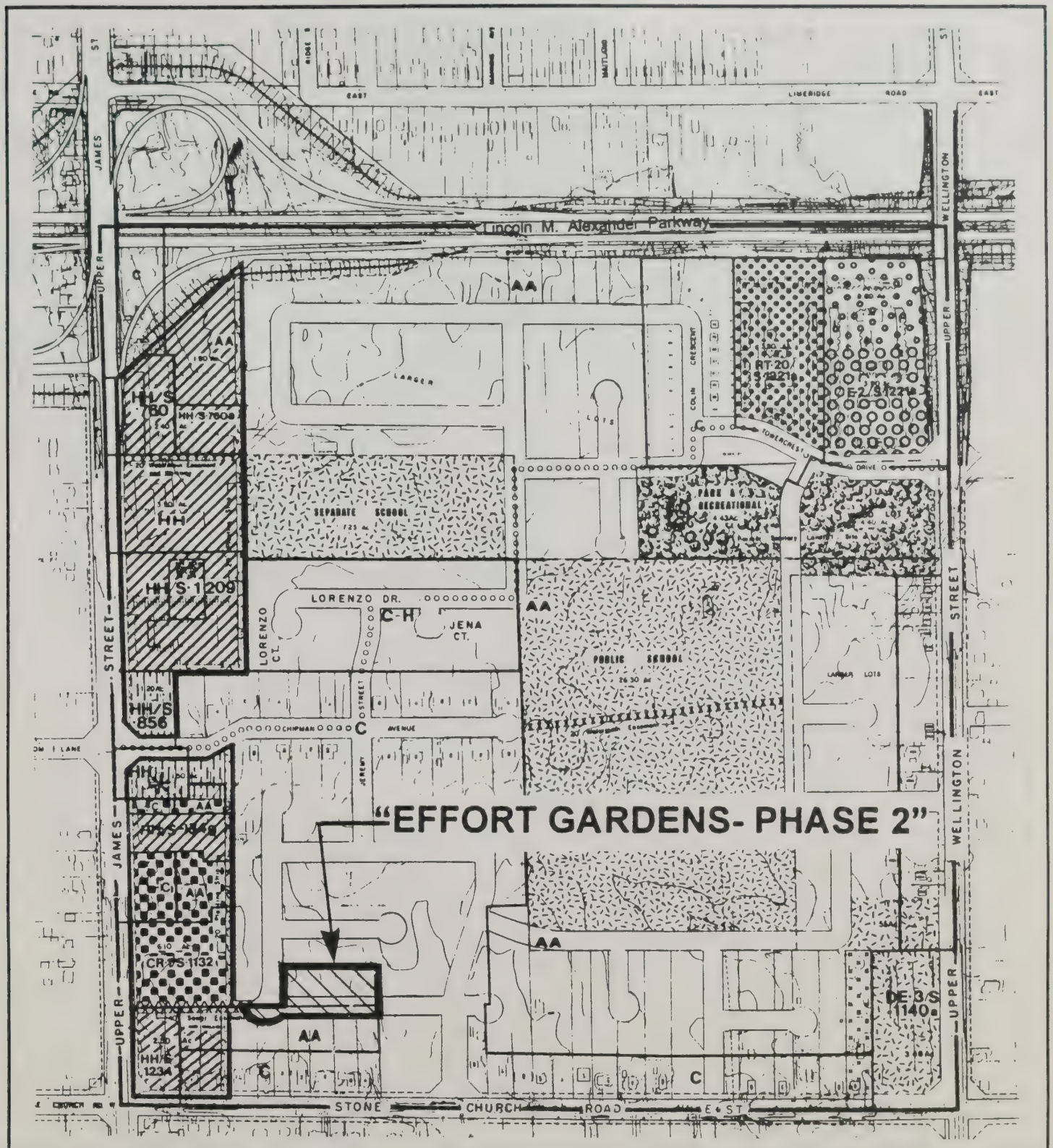
cc: Community Planning & Development Division
Att: Lee Ann Coveyduck, General Manager

cc: City Treasury Department
Att: N. Adhya, Manager of Budgets

1999 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT UTHORIZATIO	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES 0.3 METRE RESERVE COSTS	CITY OWNED LA & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
"CORNERSTONE ESTATES - PHASE 1" ALFREDO & EMIDIO MASSI URBEX ENGINEERING LIMITED BRYAN JACOBS, O.L.S. S703-97 M.P. SABELLI, C.E.T.	28 LOTS HAMILTON	COUNCIL 98 DEC 08 P&D 22-98 SECTION 2	Catch Basins & Connections	$0.00	$0.00	$0.00		
			Curbs & Sidewalks	$0.00	$0.00	$0.00		
			Finished Roads	$0.00	$0.00	$0.00		
			Sewers & Watermains	$0.00	$0.00	$0.00		
			Seeding/Sodding	$0.00	$0.00	$0.00		
			Street Lighting	$0.00	$0.00	$0.00		
			Trees	$0.00	$0.00	$0.00		
			Barricades	$0.00	$0.00	$0.00		
			TOTAL	$0.00	$0.00	$0.00	$202,501.49	$202,501.49
"EFFORT GARDENS - PHASE 2" HAMPSHIRE PROPERTIES URBEX ENGINEERING LIMITED JAMES M. LAWS , O.L.S. S705-28 M.P. SABELLI, C.E.T.	9 LOTS HAMILTON	COUNCIL 89 JUNE 27 T&E 9-90 SECTION 9	Catch Basins & Connections	$6,065.39	$0.00	$0.00		
			Curbs & Sidewalks	$14,297.17	$0.00	$0.00		
			Finished Roads	$28,932.75	$0.00	$0.00		
			Street Lighting	$1,789.20	$0.00	$0.00		
			Seeding/Sodding	$2,304.49	$0.00	$0.00		
			Trees	$0.00	$0.00	$0.00		
			Replace Survey Mon.	$0.00	$0.00	$0.00		
			Barricades	$404.37	$0.00	$0.00		
			TOTAL	$53,793.37	$0.00	$0.00	$39,143.50	$92,936.87
"TIFFANY - PHASE 3" CHEDOKE HEALTH CORPORATION A.J. CLARKE & ASSOCIATES B.J. CLARKE, O.L.S. S720-36 M.P. SABELLI, C.E.T.	73 LOTS HAMILTON	COUNCIL 96 SEPT. 24 P&D 15-96 SECTION 1	Catch Basins & Connections	$0.00	$1,697.48	$1,697.48		
			Curbs & Sidewalks	$0.00	$13,138.21	$13,138.21		
			Finished Roads	$0.00	$12,578.29	$12,578.29		
			Watermains	$0.00	$11,745.00	$11,745.00		
			Seeding/Sodding	$0.00	$0.00	$0.00		
			Fencing	$0.00	$6,043.02	$6,043.02		
			TOTAL	$0.00	$45,202.00	$45,202.00	$418,085.00	$463,287.00

* City Owned Lands and Oversizing Expenditures are recoverable through the collection of Development Charges
* 0.30 Metre Reserve Expenditures are Fully Recoverable through recoveries from the adjacent land owners under development agreements



LEGEND

Subject Lands

KEY PLAN
"EFFORT GARDENS- PHASE 2"- Hamilton

NORTH

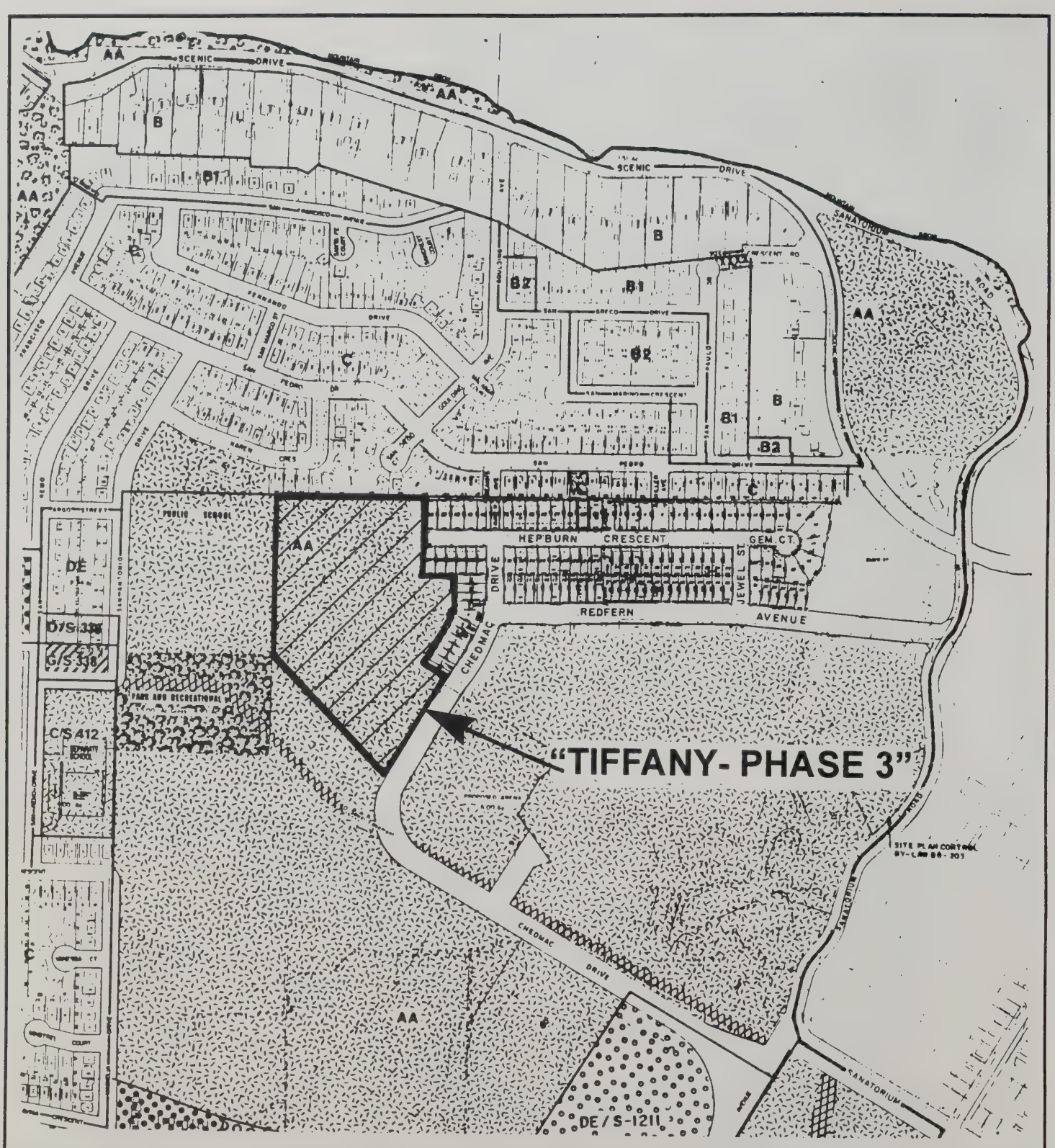
NOT TO SCALE

NEIGHBOURHOOD
JEROME - Approved Plan

DATE
February 2, 1999

FILE No.
S705-28

Regional Municipality of Hamilton-Wentworth
Community Planning & Development Division



LEGEND

Subject Lands

KEY PLAN
"TIFFANY- PHASE 3"- Hamilton

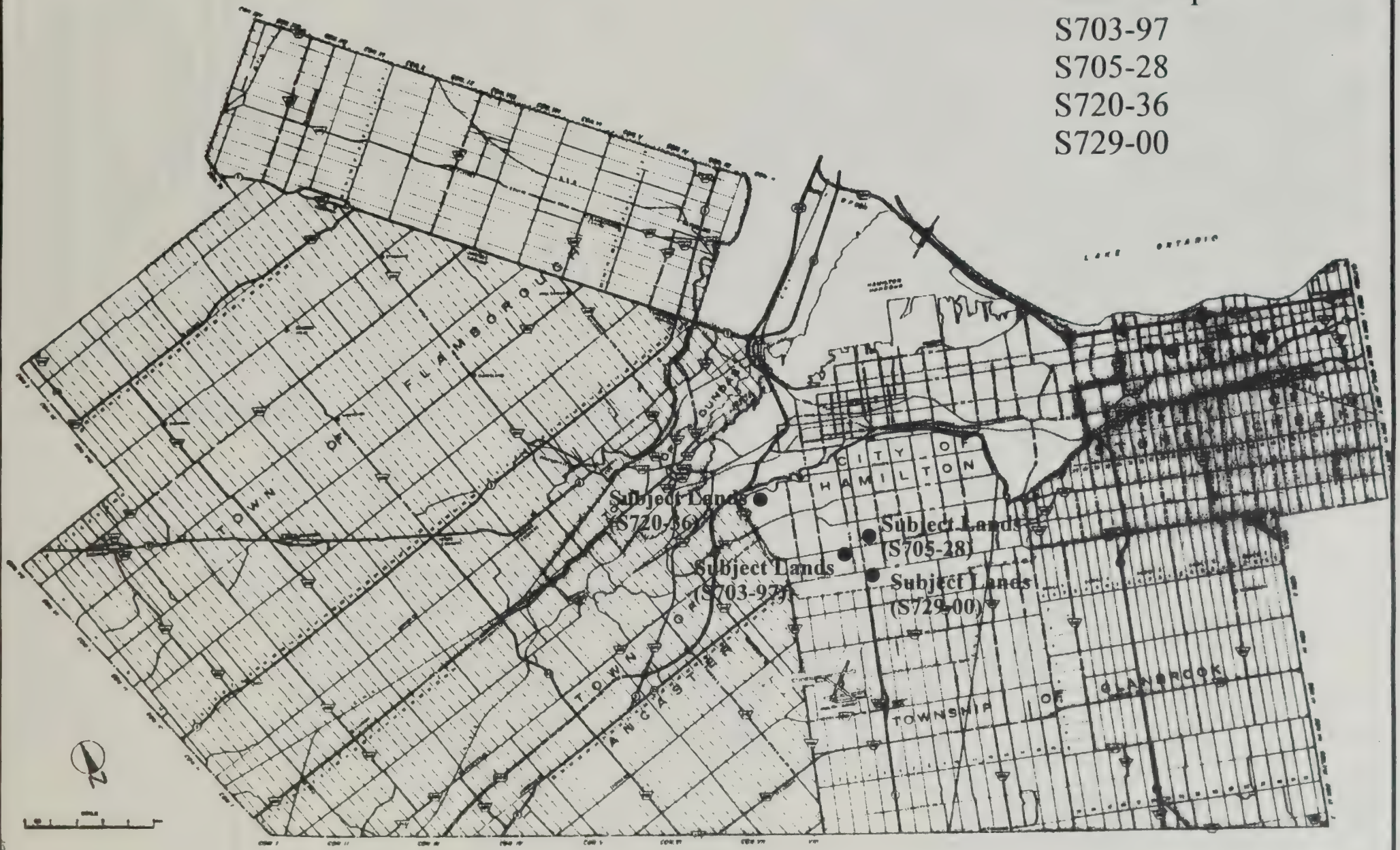
NORTH	NEIGHBOURHOOD	
NOT TO SCALE	MOUNTVIEW - Approved Plan	
	DATE: February 2, 1999	FILE No.: S720-36

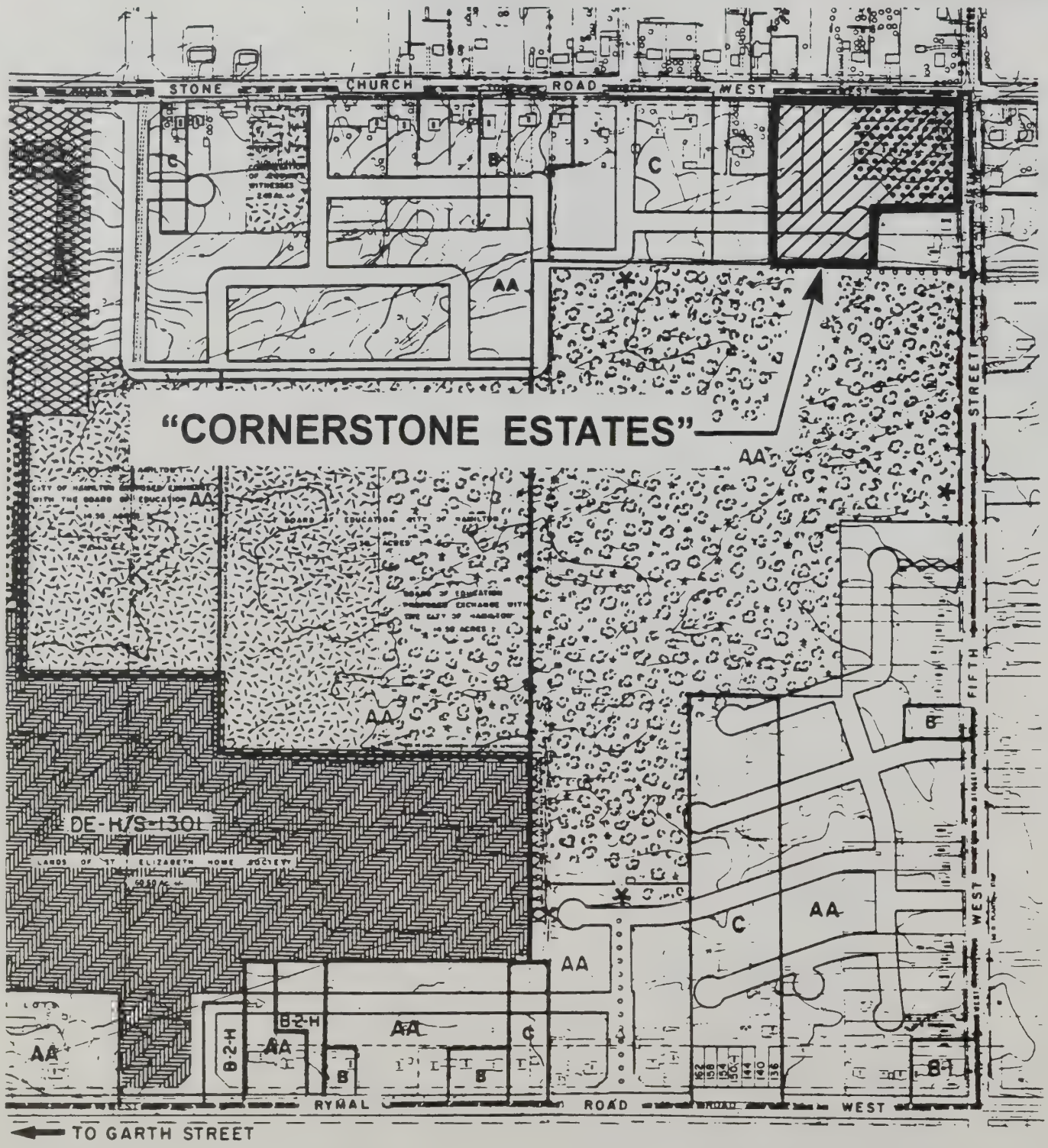
Regional Municipality of Hamilton-Wentworth
Community Planning & Development Division

The Regional Municipality Of Hamilton - Wentworth

Location Map

S703-97
S705-28
S720-36
S729-00





LEGEND

Subject Lands

KEY PLAN
"CORNERSTONE ESTATES" - Hamilton

NORTH

NOT TO SCALE

NEIGHBOURHOOD
SHELDON - Approved Plan

DATE
February 2, 1999

FILE No.
S703-97

Regional Municipality of Hamilton-Wentworth
Community Planning & Development Division

c(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: February 16, 1999
E205-05, M.J. Inrig

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: **City of Hamilton's "Flat Rate Fee" For Recovery of Servicing Costs Associated With 0.30 metre Reserves (CPD-99002)**

RECOMMENDATION:

a) i) That the City's "Flat Rate Fee" for recovery of outstanding municipal servicing costs associated with 0.30 metre reserves, be adjusted from the present rate of $ 337.00 per metre of property frontage and/or flankage to **$ 373.00** per metre of property frontage and/or flankage for 1999.

ii) That the revised "Flat Rate Fee" be applied to all costs recovered in 1999 along 0.30 metre reserves after adoption of the proposed rate in Item a)i) above.

D. Lobo,
Commissioner,
Public Works and Traffic

Lee Ann Coveyduck,
General Manager,
Community Planning and
Development Division

Cont'd...

City of Hamilton's "Flat Rate Fee" For Recovery of Servicing Costs Associated With 0.30 metre Reserves (CPD-99002)

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City's "Flat Rate Fee" is reviewed on a yearly basis in order to ensure that monies recovered by the City reflect actual costs paid by the City in the previous year to construct road works in various subdivisions. If the rate was not reviewed on a yearly basis it could result in a loss of revenue to the City, if the City recovered servicing costs at a lower rate than actual current construction costs.

BACKGROUND:

City Council adopted a "Flat Rate" concept in October 1986. The fee was established for the recovery of roadway services, which include curbs and sidewalks as well as catch basins and street lighting installed by private development in subdivisions.

In accordance with current cost sharing policies, the City sometimes shares the cost for roadway works when the works are installed adjacent to undeveloped lands. The City establishes a 0.30 metre reserve along the portion of a road where the City's share will be recovered in the future. The City's share is later recovered when a landowner develops land adjacent to an existing reserve, by way of a plan of subdivision or condominium or land severance application. The "Flat Rate Fee" is applied to the applicable frontage and/or the flankage of the land to be developed and the cost are recovered by the City prior to removal of the reserve and before granting final approval to the development.

The City's "Flat Rate Fee" is calculated by compiling the actual construction costs for roads, curbs & subdrains, sidewalks, catch basins & connections, street lighting, inlet chambers and dead-end barricades for each subdivision constructed in the previous year (see attached summary). Costs are calculated on a per meter of property frontage basis, then averaged over the number of subdivisions constructed within the previous year to determine a "Flat Rate" for the new year.

Excluded from the "Flat Rate" are costs paid by the City for the portion of a road, which is wider and deeper in cross section than a standard local roadway. This portion of a road, by definition, is considered "oversized" and costs paid by the City for oversizing of a road are recovered through collection of Development Charges.

Cont'd...

City of Hamilton's "Flat Rate Fee" For Recovery of Servicing Costs Associated With 0.30 metre Reserves (CPD-99002)

Cont'd...

An analysis of fourteen (14) subdivisions constructed in Hamilton during 1998 revealed that the actual cost of services has increased from the rate derived from 1997 construction costs. It is therefore being recommended that the City's current "Flat Rate Fee" for the recovery of servicing costs adjacent to 0.30 metre reserved be increased to **$ 373.00** per metre of property frontage and/or flankage to reflect current costs. This represents an increase of **$ 36.00.**

MJI:

cc: N. Adhya, Treasury Department

Calculation of Average Cost/Metre of City Services - 1998

Subdivision Name	Total Frontage In Metres	Catch Basins & Connections ($/m) Frontage	Sidewalks ($/m) Frontage	Subdrain & Curbs ($/m) Frontage	Finished Roads ($/m) Frontage	Inlet Chambers ($/m) Frontage	Dead-End Barricades ($/m) Frontage	Street Lights ($/m) Frontage	Total Cost ($/m) Frontage
Allison Estates Phase 5	413.600	$32.29	$65.15	$52.37	$153.82	$0.00	$2.55	$10.88	$317.06
Bow Valley Estates	276.010	$27.63	$26.76	$57.54	$253.66	$0.00	$0.00	$17.45	$383.03
Brigadoon Park	446.033	$38.61	$67.02	$56.21	$209.51	$14.25	$1.51	$16.81	$403.93
Central Estates	141.450	$0.00	$101.93	$58.54	$237.69	$0.00	$0.00	$10.60	$408.76
Effort Gardens Phase 1	1,933.846	$28.93	$46.64	$43.00	$164.14	$0.00	$1.82	$17.84	$302.37
Olmsted Park Phase 1	317.480	$48.94	$53.25	$37.90	$235.93	$0.00	$13.35	$23.62	$412.99
Rymal Square Estates Phase 7	397.203	$33.53	$66.68	$51.39	$217.69	$1.18	$1.29	$15.11	$386.87
Tiffany - Phase 1	1,341.990	$59.81	$71.00	$58.41	$178.57	$7.54	$3.14	$17.88	$396.36
Tiffany - Phase 2	930.870	$55.27	$62.58	$45.84	$141.85	$0.00	$2.27	$14.50	$322.31
Timothy Survey Phase 1	913.030	$29.70	$64.81	$57.01	$188.70	$3.20	$0.90	$16.43	$360.74
Timothy Survey Phase 2	218.870	$38.46	$0.00	$48.71	$179.76	$0.00	$0.00	$13.71	$280.64
Wellington Estates Phase 1	363.020	$20.33	$67.44	$49.05	$204.12	$0.00	$1.94	$16.53	$359.41
Wellington Meadows Phase 1 & 2	250.250	$49.15	$42.60	$30.58	$123.23	$0.00	$9.36	$23.98	$278.89
Wisemount Estates Phase 10	151.448	$30.94	$83.53	$65.99	$246.57	$0.00	$0.00	$19.81	$446.85
Avgerage Totals		$37.97	$63.03	$50.90	$195.38	$6.54	$3.14	$16.80	$373.74
Avg. Totals excluding highest & lowest		$37.58	$62.79	$51.33	$196.53	$5.37	$2.99	$16.43	$373.02

D(1)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 15

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: James P. Bruzzese
General Manager, Corporate Services

SUBJECT: Declaration of Surplus Property – 14 Cheever Street

RECOMMENDATION:

(a) That 14 Cheever Street, Car Park 46B be declared surplus to the requirements of the City of Hamilton in accordance with Real Property Sales Procedural By-law No. 95-049; and,

(b) That the Real Estate Division be authorized and directed to sell this property in accordance with the Real Property Sales Procedural By-law No. 95-049.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The sale of the subject lands will eliminate the financial burden on the Public Works & Traffic Department, Parking Services for the costs of keeping the parking lot in operation which is under utilized due to the parking meters being re-established on Barton Street. The sale will also provide tax revenues to the City from a prospective Purchaser.

BACKGROUND:

By-law 95-049 requires all City owned lands not exempted by Ontario Regulation 815/94 to be declared surplus prior to sale.

Effective January 1, 1995 the Municipal Act was amended by the Planning and Municipal Statute Law Amendment Act requiring municipalities to enact a by-law to establish procedures for the sale of real property owned by a municipality.

On February 14, 1995 City Council adopted Item 8 of the 5th Report of the Finance and Administration Committee and enacted the Real Property Sales Procedural By-law No. 95-049. Section 5(a) of this by-law declares that the "Real Property of the City shall not be sold unless it is surplus to the requirements of the City".

This property has been circulated to all City and Regional departments and there has been no declared municipal interest.

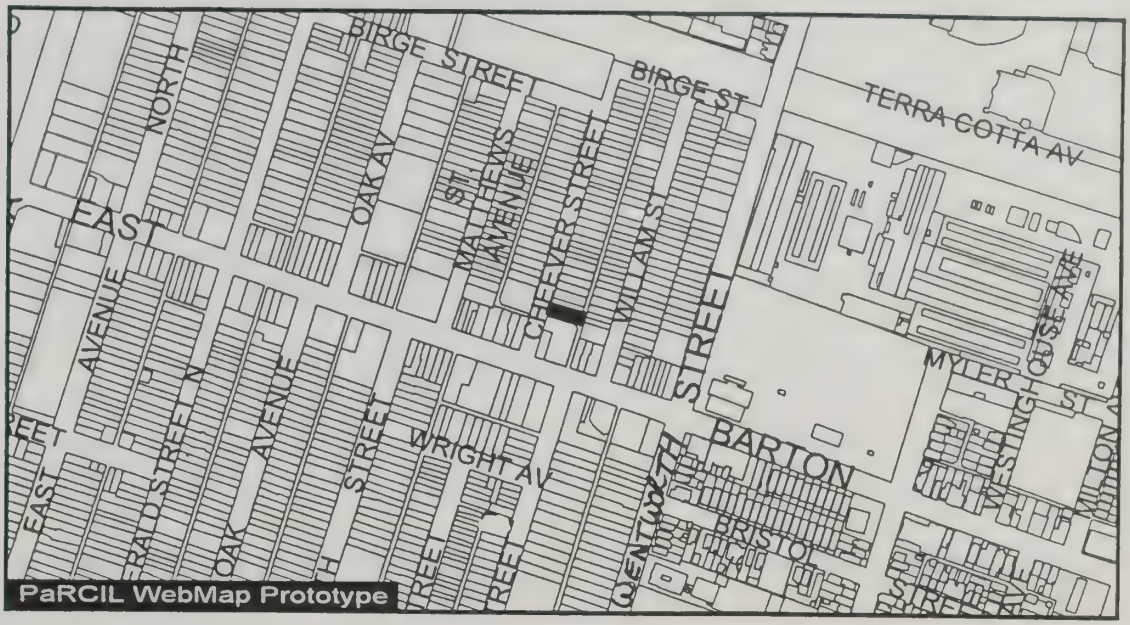
DISCUSSION

This property has been in use as a municipal parking lot and has been operated by the former Hamilton Parking Authority since 1976. On October 16, 1998 the Real Estate Division was advised by the Public Works & Traffic Department, Parking Services that this site is surplus to their requirements.

The Real Estate Division has received an expression of interest in the subject property by an abutting commercial property owner and therefore recommends that this parking lot now be put forward for consideration as a surplus property.

RWW/nw

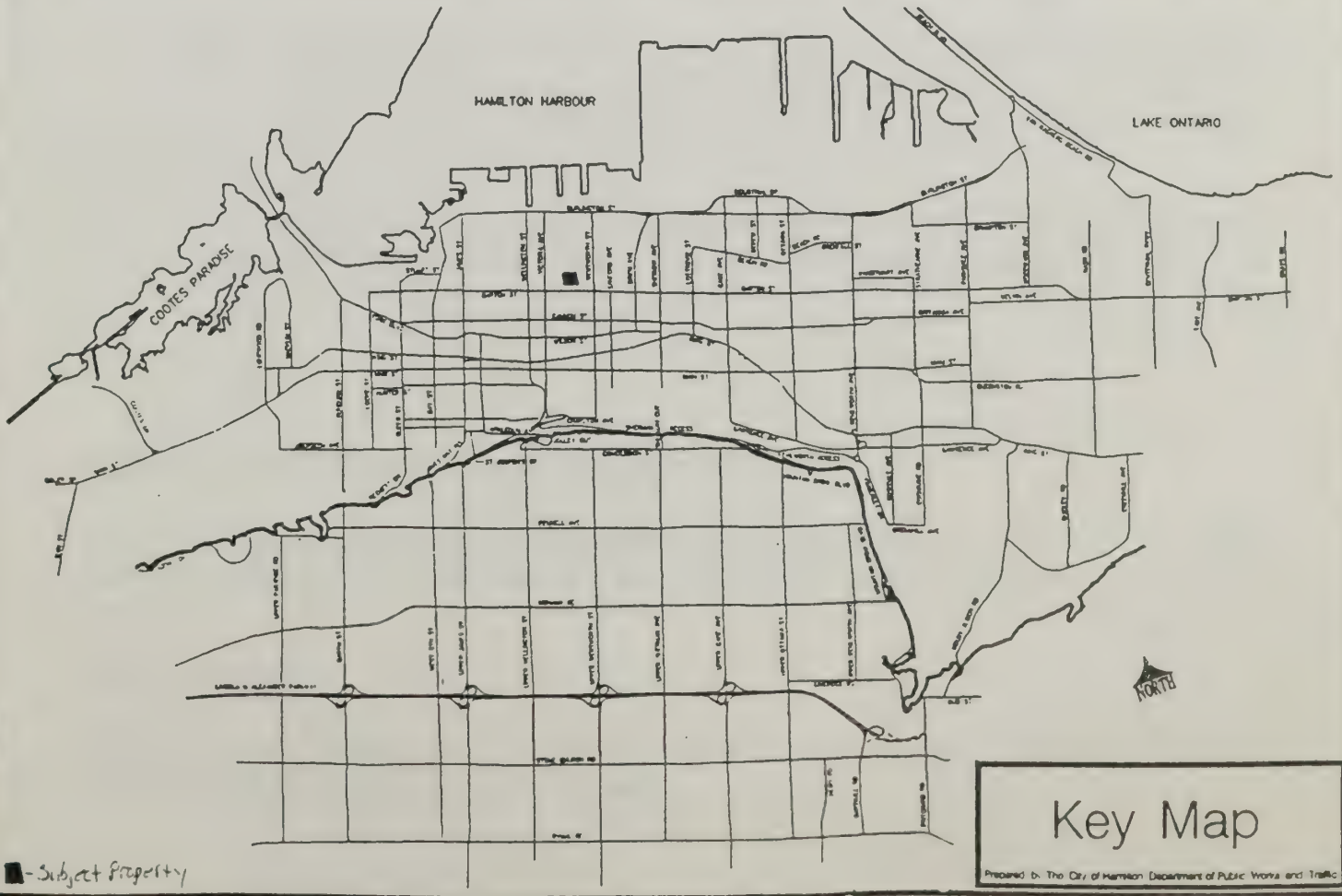
c.c. Alderman B. Morelli, Alderman, Ward 3
Alderman D. Haining, Alderman, Ward 3
R. C. Roszell, Corporate Counsel, Legal Services Section
Attention: H. Vastis
M. Hazell, Manager of Community Traffic & Parking Services, Public Works & Traffic Department
K. M. Lau, Manager of Surveys, Roads Division



Location Plan

Prepared by The City of Hamilton Department of Public Works and Traffic

■ - Subject Property



Key Map

Prepared by The City of Hamilton Department of Public Works and Traffic

■ - Subject Property

D(1)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 15

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: James P. Bruzzese
General Manager, Corporate Services

SUBJECT: Declaration of Surplus Properties

RECOMMENDATION:

(a) That the following properties be declared surplus to the requirements of the City of Hamilton in accordance with the Real Property Sales Procedural By-law No. 95-049:

(i) 573-575 York Boulevard; and,

(ii) North/south alleyway from Glenfern Avenue to Amelia Street, and east/west alleyway from the west limit of the north/south alleyway to approximately 41 feet east; and,

(iii) Unopened road allowance, Cathcart Street from Barton Street southerly to the existing chain link fence 38.5 metres north of Robert Street, 38.5 metres north of Robert Street and east/west alleyway, south of Barton Street from Cathcart Street easterly for 13.79 metres; and,

(b) That the Real Estate Division be authorized and directed to sell these properties in accordance with the Real Property Sales Procedural By-law No. 95-049.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The sale of the subject lands to the adjacent property owners may increase the market value assessment of these adjacent properties and result in additional property tax revenues.

BACKGROUND:

By-law 95-049 requires all City owned lands not exempted by Ontario Regulation 815/94 to be declared surplus prior to sale.

Effective January 1, 1995, the Municipal Act was amended by the Planning and Municipal Statute Law Amendment Act requiring municipalities to enact a by-law to establish procedures for the sale of real property owned by a municipality.

On February 14, 1995, City Council adopted Item 8 of the 5th Report of the Finance and Administrative Committee and enacted the Real Property Sales Procedural By-law No. 95-049. Section 5(a) of this by-law declares that "Real Property of the City shall not be sold unless it is surplus to the requirements of the City".

(a) 573-575 York Boulevard

The subject property consists of approximately 5,728 square feet and has remained vacant since the York Boulevard reconstruction. Due to its small size and irregular shape it is recommended that the land be sold to an adjacent property owner for assembly.

This property has been circulated to all City and Regional Departments and the following is a summary of the comments received:

(i) York Boulevard guidelines are applicable, any development proposal should adhere to the guidelines;

(ii) The lands are presently zoned L-MR-2, any proposed use will require a zoning change and Site Plan control application;

(iii) No vehicular access should be permitted from York Boulevard;

(iv) If a parking use is proposed, a 3 metre setback from York Boulevard should be provided with appropriate landscape buffering, enhancements and screening from the streets and adjacent residential properties.

The Real Estate Division has received an expression of interest from an adjacent property owner. In view of this, the Real Estate Division has asked that the site 573-575 York Boulevard be put forward for consideration as a surplus property and sold for market value with the above noted conditions to be included as part of the conditions of sale.

(b) North/south alleyway from Glenfern Avenue to Amelia Street, and east/west alley from the west limit of the north/south alleyway to approximately 41 feet east.

On December 10, 1996, City Council adopted Item 1 of the 16th Report of the Transport and Environment Committee approving the stopping up, closure and sale of the unopened alleyway to the abutting owners.

The subject property consists of a 12 foot wide unopened (assumed) alleyway adjacent to 139 Glenfern Avenue, between Glenfern Avenue to Amelia Street. The closed alleyway will be sold to four (4) adjacent residential property owners for $1 in accordance to City policy. The alleyway is subject to two easements in favour of the Region for an existing sanitary sewer and Bell Canada for an existing plant in the alleyway. The subject property also includes an unassumed alleyway extending from the west limit of the north/south alleyway to approximately 41 feet east. This portion of the alleyway was closed by Judges Order on November 9th, 1998.

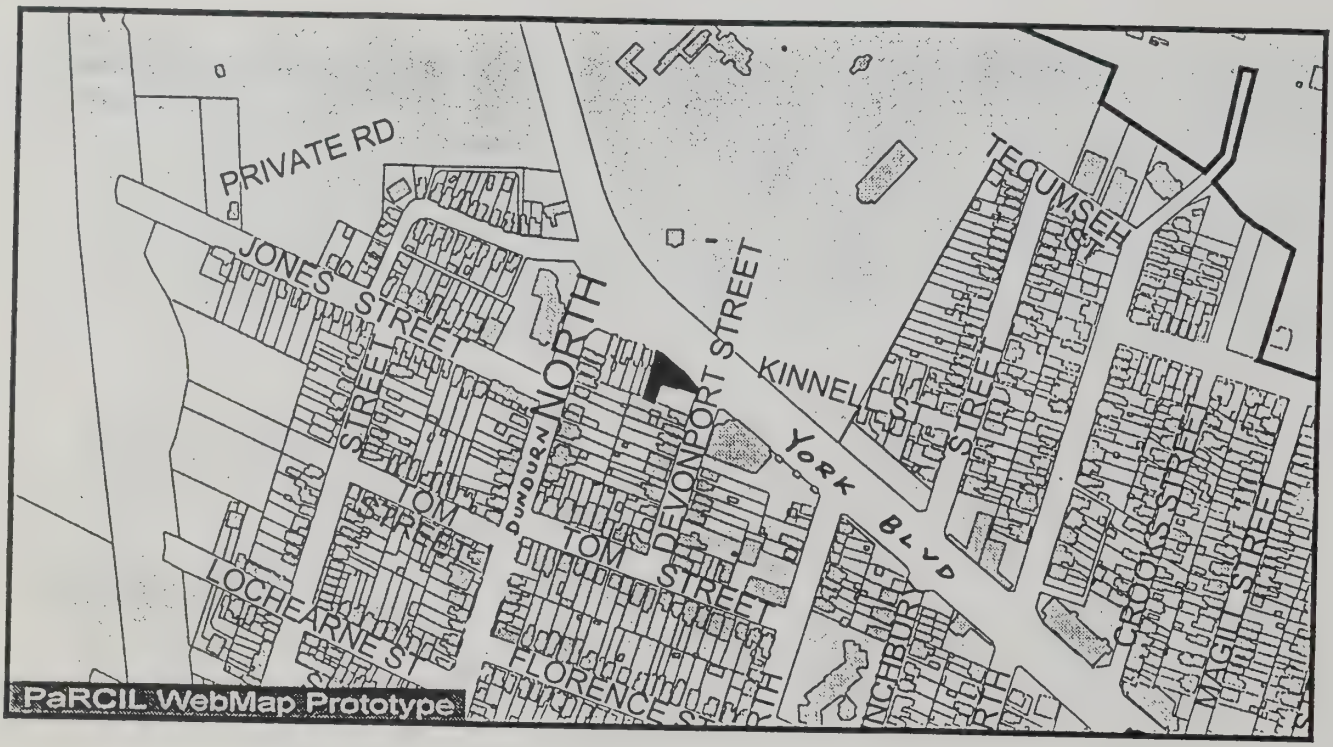
(c) Unopened road allowance, Cathcart Street from Barton Street southerly to the existing chain link fence 38.5 metres north of Robert Street, 38.5 metres north of Robert Street and east/west alleyway, south of Barton Street from Cathcart Street easterly for 13.79 metres

On October 8, 1996, City Council adopted Item 1 of the 14th Report of the Transport and Environment Committee recommending the stopping up, closure and sale of the unopened road allowance and unassumed alleyway as requested by the abutting property owner Hotz and Sons.

The entire road allowance is subject to a sewer easement in favour of the Region. The unassumed east/west alleyway south of Barton Street, from Cathcart Street easterly for 13.79 metres was closed by Judges Order on July 21, 1998. The subject property will be sold as industrial land to the adjacent property owners for fair market value.

REL/nw

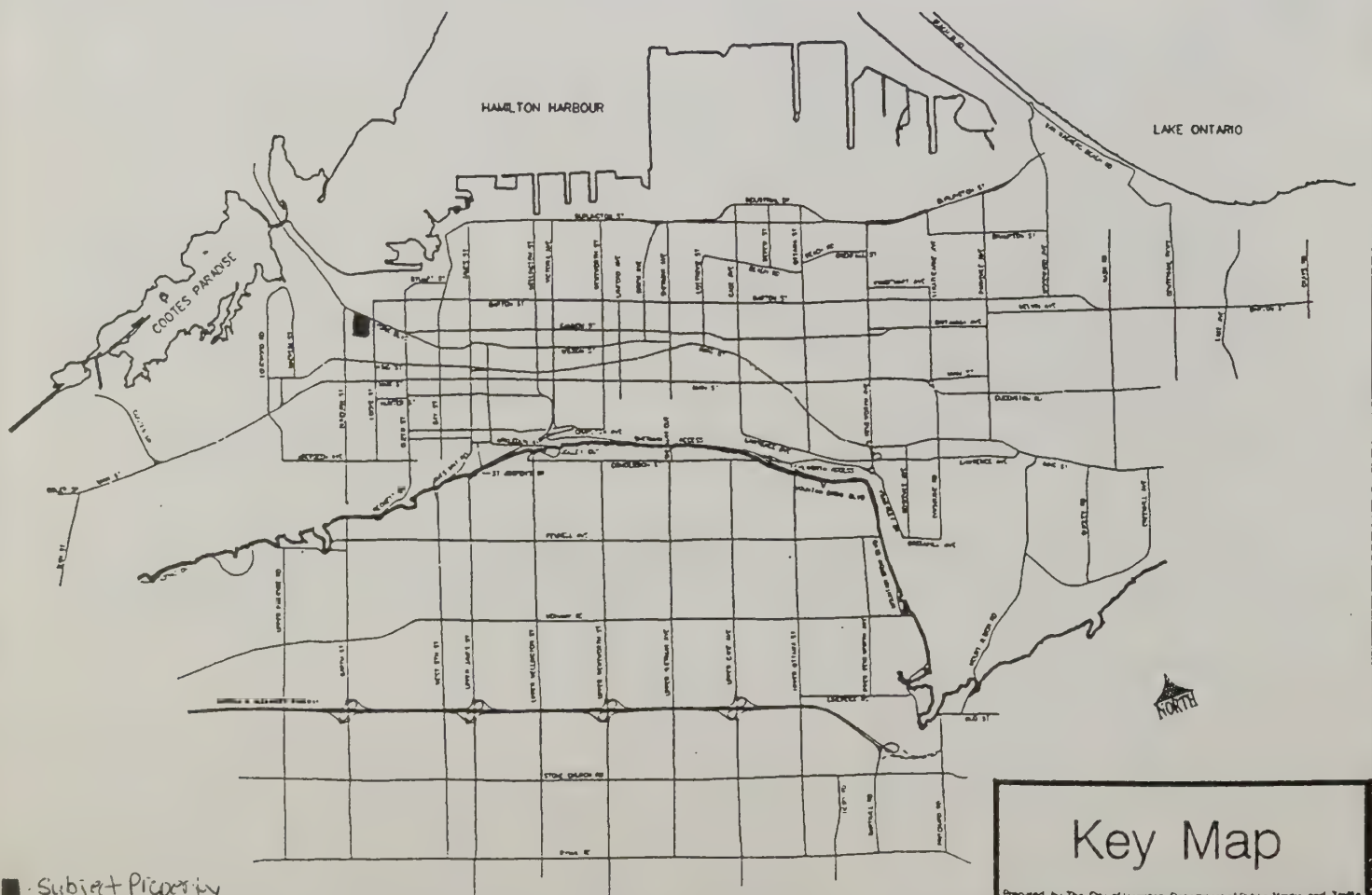
c.c. Alderman M. Kiss, Alderman, Ward 1
Alderman M. Caplan, Alderman, Ward 1
Alderman A. Horwath, Alderman, Ward 2
Alderman R. Corsini, Alderman, Ward 2
R. C. Roszell, Corporate Counsel, Legal Services Section
Attention: H. Vastis
A. Ross, General Manager, Finance
K. M. Lau, Manager of Surveys, Roads Division
G. Aston, Director Programming & Development, Roads Division
Attention: J. Clairmont
V. Abraham, Director, Planning & Development Department



Subject Property

Location Plan

Prepared by The City of Hamilton Department of Public Works and Traffic



Subject Property

Key Map

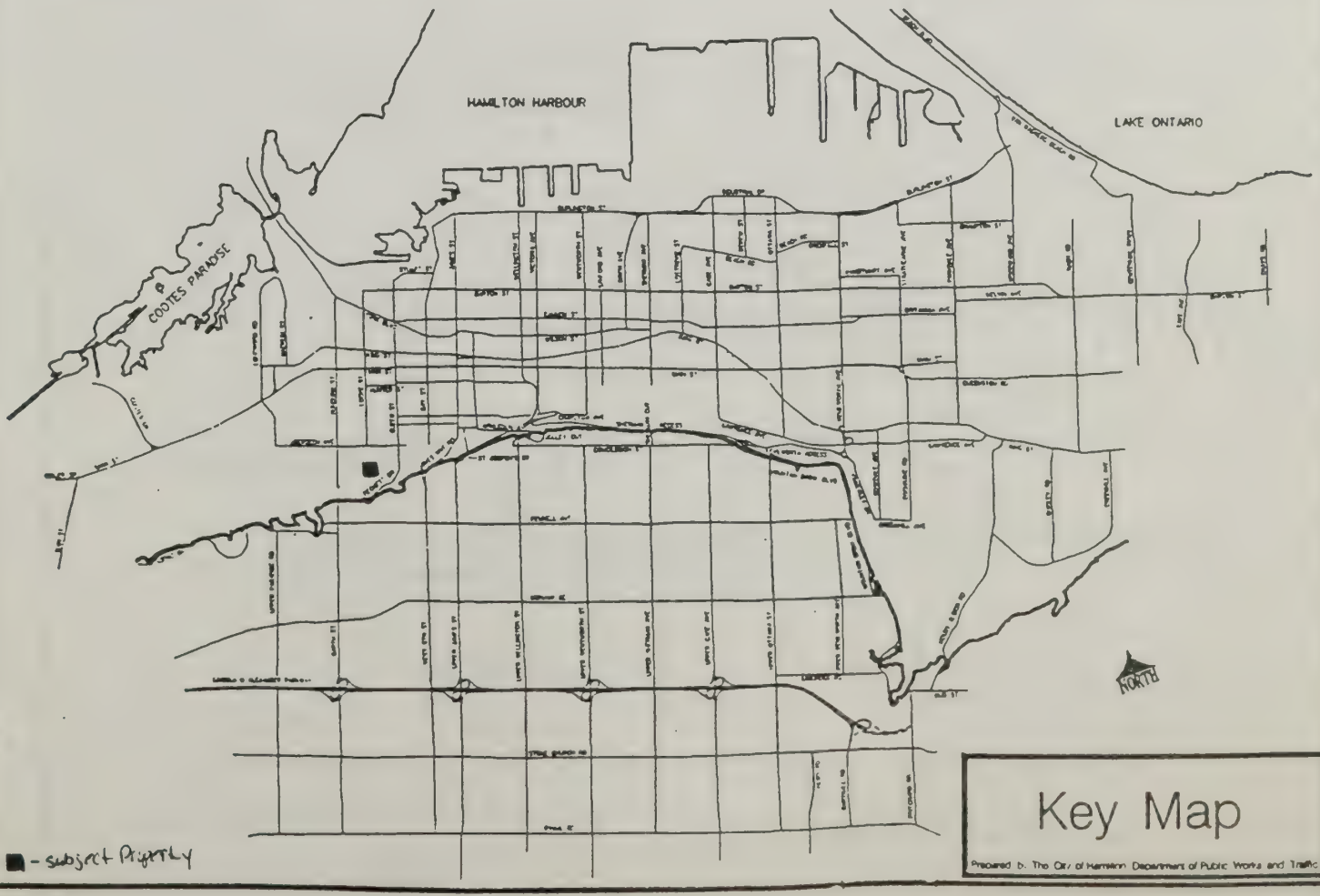
Prepared by The City of Hamilton Department of Public Works and Traffic



■ - Subject Property

Location Plan

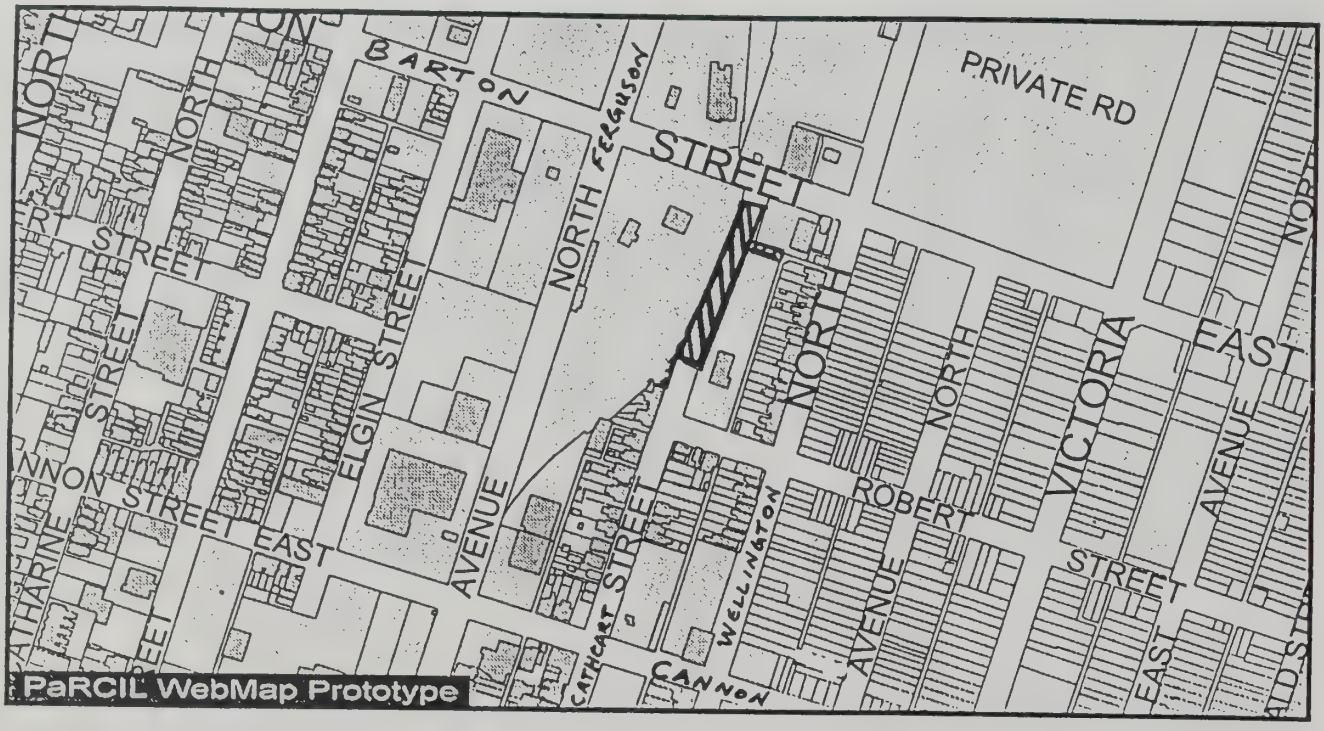
Prepared by The City of Hamilton Department of Public Works and Traffic



■ - subject Property

Key Map

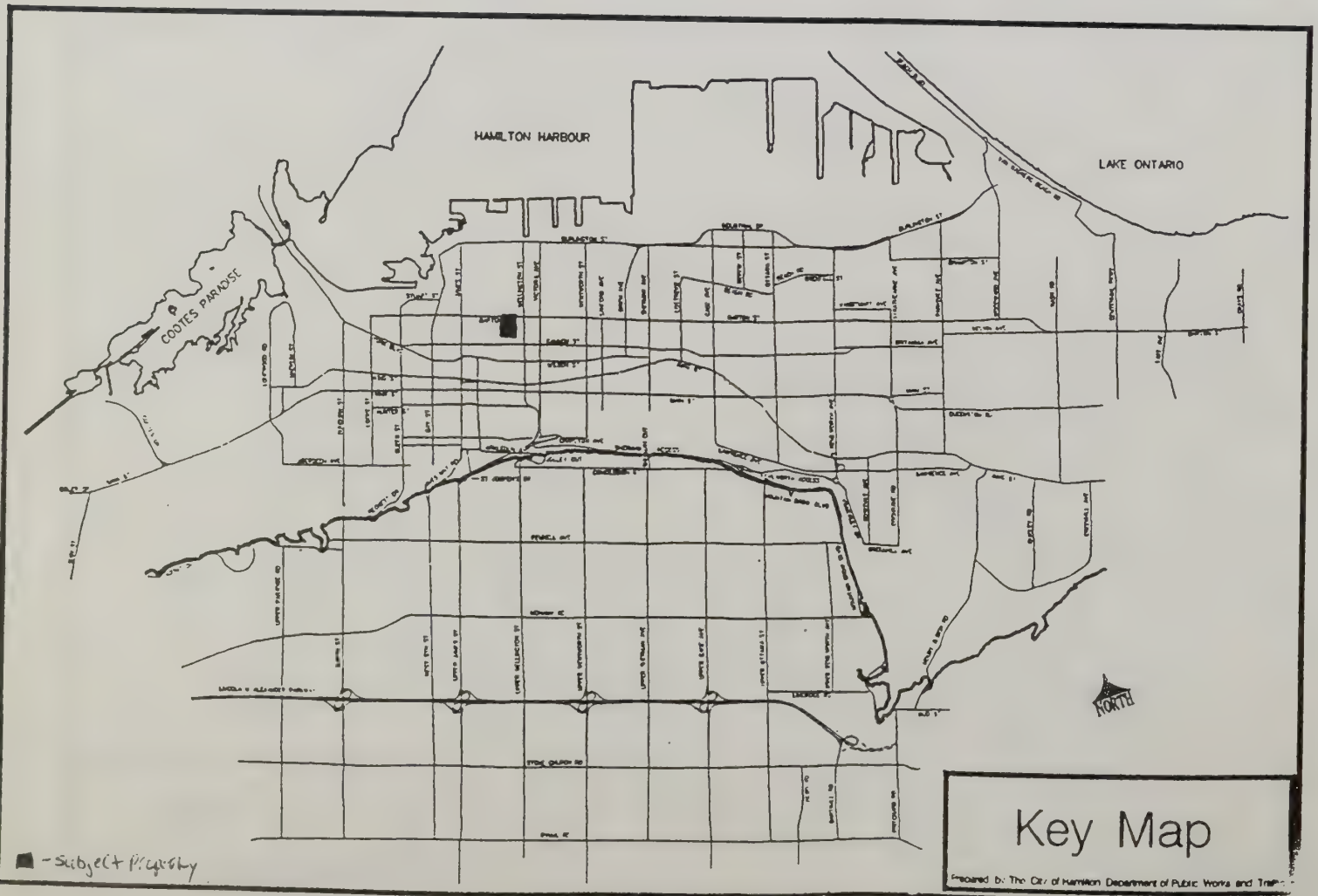
Prepared by The City of Hamilton Department of Public Works and Traffic



▨ - Subject Property

Location Plan

Prepared by The City of Hamilton Department of Public Works and Traffic



■ - Subject Property

Key Map

Prepared by The City of Hamilton Department of Public Works and Traffic

CITY OF HAMILTON

- RECOMMENDATION -

DATE: March 1st, 1999

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

SUBJECT: Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGALIMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

Information Reports

Transport and Environment Committee

Date	*From*	*Subject*	*Date Distributed*
January 21/99	Commissioner of Public Works and Traffic	Parking for Services in Kind	January 27/99
January 26/99	Commissioner of Public Works and Traffic	Proposed Canadian Pacific Rail Yard Providers – Impact on the operation of the intersection of Aberdeen Avenue and Longwood Road South	January 27/99
February 5/99	Commissioner of Public Works and Traffic	Proposed 1999 Hot-in-Place Asphalt Recycling Programme	February 8/99

Carolyn Biggs, Acting Secretary
Transport and Environment Committee
March 1st, 1999

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

CA4 ON HW A05
C51T6
1999

URBAN
MUNICIPAL

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

URBAN MUNICIPAL

Monday, April 19, 1999
9:30 o'clock a.m.
Council Chambers, City Hall

APR 19 1999

GOVERNMENT DOCUMENTS

Carolyn Biggs

Carolyn Biggs, Acting Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS** (9:30 a.m.)

   (a) Proposed Alteration of Hess Street South, between King Street West and Jackson Street, and George Street, from Hess Street South to approximately 65m Easterly

   (b) Proposed Roadway Alteration of Delawana Drive, west of Centennial Parkway and Centennial Parkway, south of Delawana Drive

      (i) Lynda M. Lukasik
      148 Oakland Drive
      Hamilton L8E 1B6

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (a) Public Works Division

      (i) 1999-2001 Street Vendors Program

      (ii) Council Correspondence – Vendor Program for Street Locations – Authority to Issue Request for Proposals - Southeast Corner of Bay and York Streets; Bay Street at Copps Coliseum

   (b) Traffic Division

      (i) No. 128 Cannon Street West – Request for a "Permit Parking" Permit for Railway Street

4. **GENERAL MANAGER, COMMUNITY PLANNING AND DEVELOPMENT DIVISION**

(a) 37 Kilbride Road – Mountain Transfer Station / 470 Kenora Avenue – Kenora Transfer Station. Proposed Amendments to Certificate of Approval No. A130111 (Mountain) and No. A130110 (Kenora) for a Waste Disposal Site (Processing) Region of Hamilton-Wentworth.

5. **OTHER BUSINESS**

(a) Council Correspondence – Amendment to the Approved Fessenden Neighbourhood Plan – Proposed Deletion of the Walkway located between Forestgate Drive and Wendover Drive

6. **ADJOURNMENT**

Transport and Environment Committee
Outstanding Items

No.	Items	Original Date	Action	Status
1.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	January 20th, 1997	Commissioner of Public Works and Traffic and City Solicitor	Update the Committee of New Developments
2.	Proposed Road Closure: North/South Unassumed Alley 1st west of East 16th Street between Thayer and Queensdale Avenues	March 2nd, 1998	Ward Aldermen to meet with the area residents	Report Back
3.	Intersection of Locke Street North and Florence Street	March 2nd, 1998	Alderman Kiss	Tabled
4.	Closure of Mead Avenue	April 6th, 1998	Ald. Wilson	Tabled – Alderman Wilson to canvass the neighbourhood residents and businesses respecting the proposed closure.
5.	Proposed Outdoor Boulevard Cafe - 49 King William St.	September 21st, 1998	Commissioner of Public Works and Traffic	Report Back
6.	Munn Street and East 33rd Street – Intersection Control	January 18th, 1999	Commissioner of Public Works and Traffic	Tabled at the request of Alderman Jackson
7.	Mount Pleasant Drive and Templemead Drive - Intersection Control	January 18th, 1999	Commissioner of Public Works and Traffic	Tabled at the request of Alderman Jackson
8.	Snow Clearing Charges - Commercial Properties (Council Correspondence)	March 9th, 1999	Commissioner of Public Works and Traffic	Report Back

Carolyn Biggs, Acting Secretary
April 19th, 1999

1(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 April 1

REPORT TO: C. Biggs, Legislative Assistant
Transport and Environment Committee

FROM: D. Lobo, Commissioner
Department of Public Works & Traffic

SUBJECT: **Proposed Alteration of Hess Street South between King Street West and Jackson Street and George Street from Hess Street South to Approximately 65m Easterly**

RECOMMENDATION:

That City Council enact the attached By-law to alter the roadway of Hess Street South between King Street West and Main Street West by narrowing the pavement from the existing width of 9.0 metres to a width of 6.2 metres, Hess Street South from Main Street West to Jackson Street by narrowing the pavement from 12.0 metres to 9.0 metres and George Street between Hess Street and 65 metres easterly by narrowing the pavement from 6.0 metres to 3.5 metres.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The proposed alteration of Hess Street South and George Street was approved by City Council on January 26, 1999, in adopting Item 32 of the 1st Report of the Transport and Environment Committee. The proposed alteration has been advertised for four consecutive weeks in The Spectator as required by Section 300 of The Municipal Act.

D. Lobo

RPM/rb
attach.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 99-

TO ALTER HESS STREET BETWEEN KING STREET WEST AND JACKSON STREET AND GEORGE STREET FROM HESS STREET SOUTH TO APPROXIMATELY 65 METRES EASTERLY

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act. Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close or sell any highway or part of a highway;

AND WHEREAS the portion of highways known as Hess Street South and George Street are local roads under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 32 of the 1st Report of the Transport and Environment Committee on January 26, 1999, authorized that steps be taken in accordance with the Municipal Act to advertise Notice of the City's intention to alter Hess Street South and George Street as hereinafter described;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said alteration has been published as required by Section 300 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation of the City of Hamilton:

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the alterations be approved and carried out to Hess Street South between King Street West and Main Street West, for the purpose of narrowing the travelled portion of the said street from the existing width of 9.0 metres to a width of 6.2 metres; Hess Street South, between Main Street West and Jackson Street, for the purpose of narrowing the travelled portion of the said street from the existing width of 12.0 metres to 9.0 metres and George Street between Hess Street South and approximately 65 metres easterly by narrowing the travelled portion of the said street from the existing width of 6.0 metres to 3.5 metres, all as illustrated in Schedule "A" attached hereto.

2. That the Mayor and Municipal Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the said works.

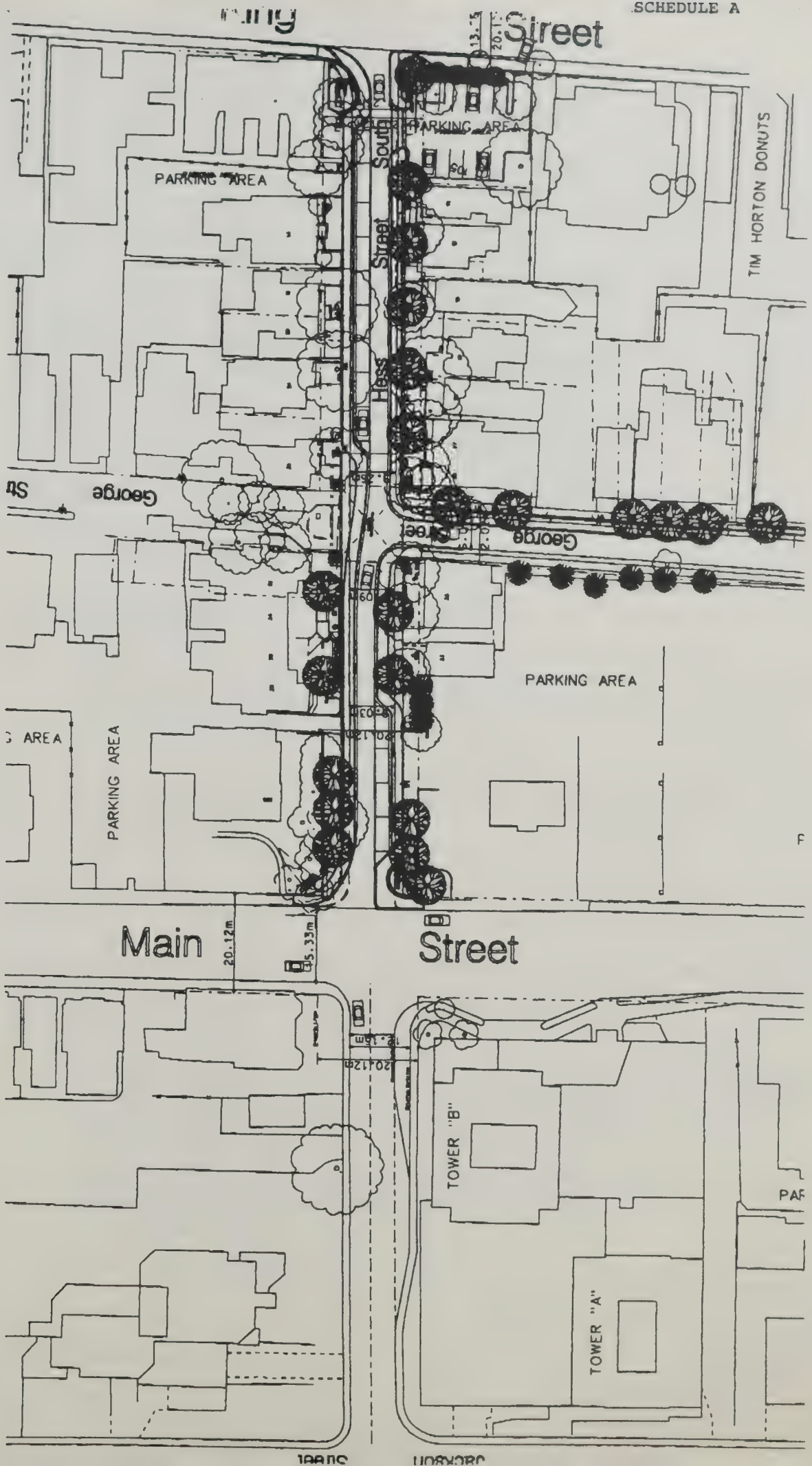
PASSED this day of , 1999.

MUNICIPAL CLERK

MAYOR

(1999) 1 R.T.E.C. 32, January 26

SCHEDULE A


Street
PARKING AREA
South
Street
PARKING AREA
TIM HORTON DONUTS
Hess
George
George
PARKING AREA
PARKING AREA
Main
Street
20.12m
15.33m
TOWER "B"
TOWER "A"

1(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 30
File No.: DA 98-44 /Author: Harold Groen

REPORT TO: Carolyn A. Biggs, Acting Secretary
Transport and Environment Committee

FROM: A.F. Leitch, P. Eng, General Manager
Transportation, Operations and Environment

SUBJECT: Proposed Roadway Alteration of Delawana Drive, west of Centennial Parkway and Centennial Parkway, south of Delawana Drive (R-99-06A)

RECOMMENDATION:

a) That the proposed alteration of Delawana Drive from approximately 70 metres west of Centennial Parkway to approximately 30 metres west of Fairington Crescent be approved;

b) That the proposed alteration of Centennial Parkway from approximately 50 metres south of Delawana Drive to approximately 40 metres north of Vineyard Road be approved;

c) That the Road Alteration By-law to alter Delawana Drive and Centennial Parkway, in the form attached to Report R-99-06A, be passed and enacted;

d) That the removal of the 12 existing street trees and their replacement with 24 large calliper trees, required to permit the relocation of the driveway accesses to Centennial Parkway and Delawana Drive, be approved;

e) That prior to the beginning of roadway construction the Cadillac Fairview Corporation Ltd. be required to pay to the City of Hamilton $11,449.00, which is the estimated cost for removal and replacement of the street trees;

f) That the Cadillac Fairview Corporation Ltd. and the Community Planning and Development Division be advised of these actions.

A.F. Leitch, P. Eng.

Continued...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

All costs associated with these roadway improvements, the cost of the Public Advertisement, the removal and replacement of the street trees, etc. will be the sole responsibility of The Cadillac Fairview Corporation Limited. City Council at its meeting on March 9, 1999 approved Item #33 (d) and (e) of the 3rd Report of the Transport and Environment Committee as follows:

(d) That the Cadillac Fairview Corporation Limited be responsible for all costs relating to these roadway alterations on Centennial Parkway and Delawana Drive.

(e) That the Cadillac Fairview Corporation Limited be required to enter into an appropriate agreement with the City of Hamilton for these road works in a form satisfactory to the Municipal Solicitor.

BACKGROUND:

On November 10, 1998, Cadillac Fairview submitted Site Plan Control Application DA 98-44 to the City of Hamilton for approval. This site plan application included an expansion to the existing Fortinos store as well as the relocation of the northerly access to Centennial Parkway and the relocation of the easterly access onto Delawana Drive.

The roadway improvements on Delawana Drive include the closure of the easterly access and the construction of a new channelized access approximately 40 metres east of Fairington Crescent. It is intended that the south curb line be relocated southerly and that a concrete median island be constructed on Delawana Drive and within the access to prevent motorists exiting the plaza from turning left to proceed west on Delawana Drive. The proposed island construction will not affect the existing accesses on the north side of Delawana Drive. In order to construct these improvements, a number of street trees will be removed and the existing landscape berm within the road allowance and on private property removed. The existing access will be removed and replaced with landscaping to the satisfaction of the Forestry Section of the Public Works Department.

The roadway improvements on Centennial Parkway include the closure of the existing northerly access to Eastgate Square and the construction of the new access approximately 20 metres to the south. This will require modifications to the centre median island on Centennial Parkway with the southbound left turn storage lane on Centennial Parkway being reduced from approximately 45 metres to 25 metres in length. Further, two entrances on the east side of Centennial Parkway will require realignment with the accesses also being reduced in width to a standard commercial

Continued...

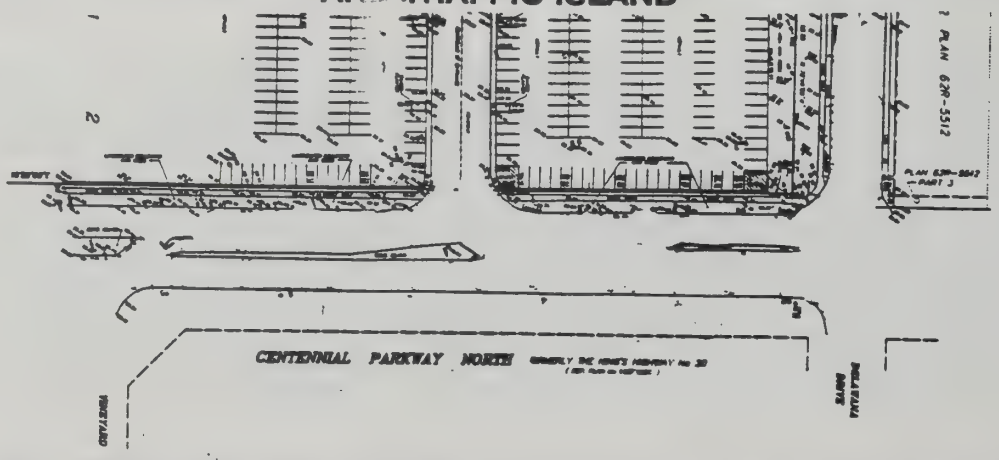
access. It is intended that these entrance realignments on the east side of Centennial Parkway will occur within the road allowances only. Further, the existing vehicle movements within the accesses on the east side of Centennial Parkway will be maintained. There is small shrubbery and an advertising sign which will have to be relocated from the Centennial Parkway road allowance adjacent to lands at No. 92 Centennial Parkway North for the driveway relocation. The existing parking within the Centennial Parkway road allowance within the access to lands at No. 82 Centennial Parkway North must be removed to accommodate the proposed street alteration on Centennial Parkway. The owners will be specifically advised of these matters within the next week.

The Forestry Section of the City of Hamilton Traffic Department have advised that the cost to remove the 12 street trees and install and maintain 24 large calliper trees is $11,449.00. The removal and replacement of the street trees is required from the Transport and Environment Committee and Council.

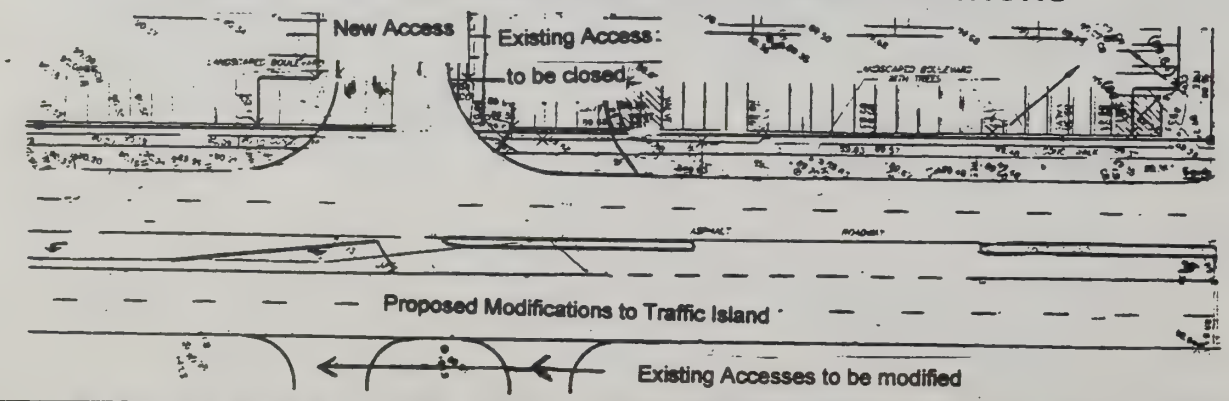
The Public Notice was advertised for four consecutive weeks ending 1999 April 7, and no person has objected to this work to date.

HNG

CENTENNIAL PARKWAY- EXISTING NORTH ACCESS TO EASTGATE SQUARE AND TRAFFIC ISLAND



CENTENNIAL PARKWAY- PROPOSED NORTH ACCESS TO EASTGATE SQUARE AND TRAFFIC ISLAND AND ACCESS MODIFICATIONS



LOCATION PLAN

CENTENNIAL PARKWAY FROM APPROXIMATELY 50 METERS SOUTH OF DELAWANA DRIVE TO APPROXIMATELY 40 METERS NORTH OF VINEYARD ROAD

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
REGIONAL TRANSPORTATION DEPARTMENT

LEGEND

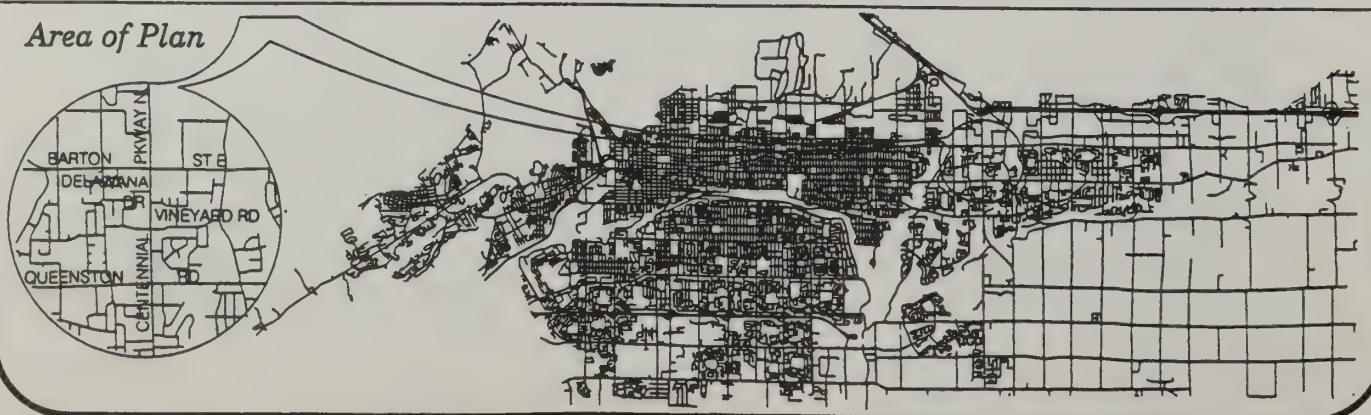
AREA OF PROPOSED ALTERATION

NORTH	SCALE	REFERENCE FILE NO.
	Not to Scale	DA-98-44
	DATE	
	February 22, 1999	

KEY MAP

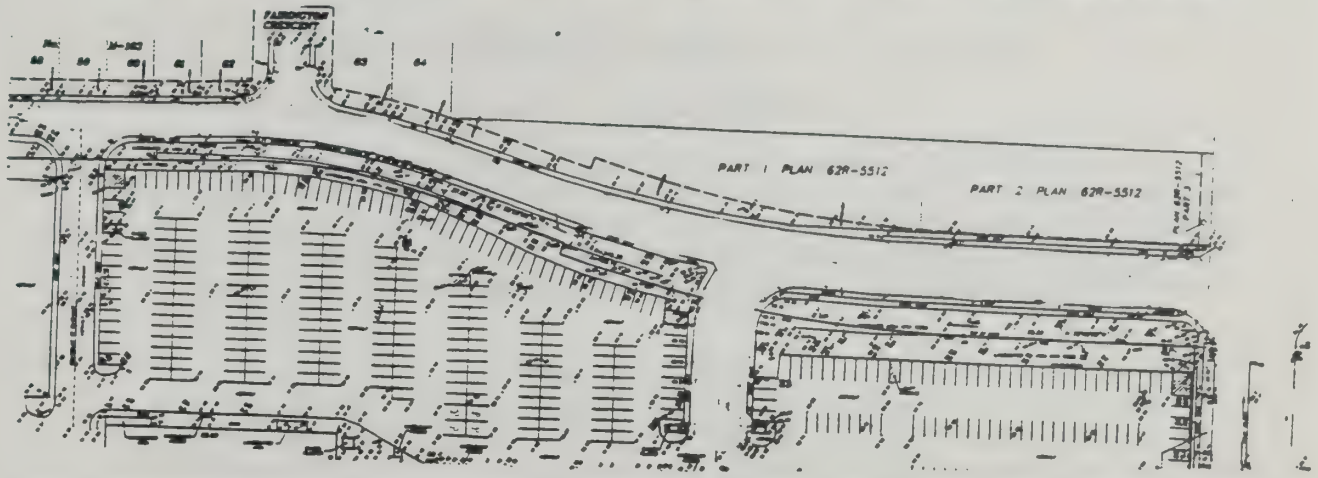
NORTH

NOT TO SCALE

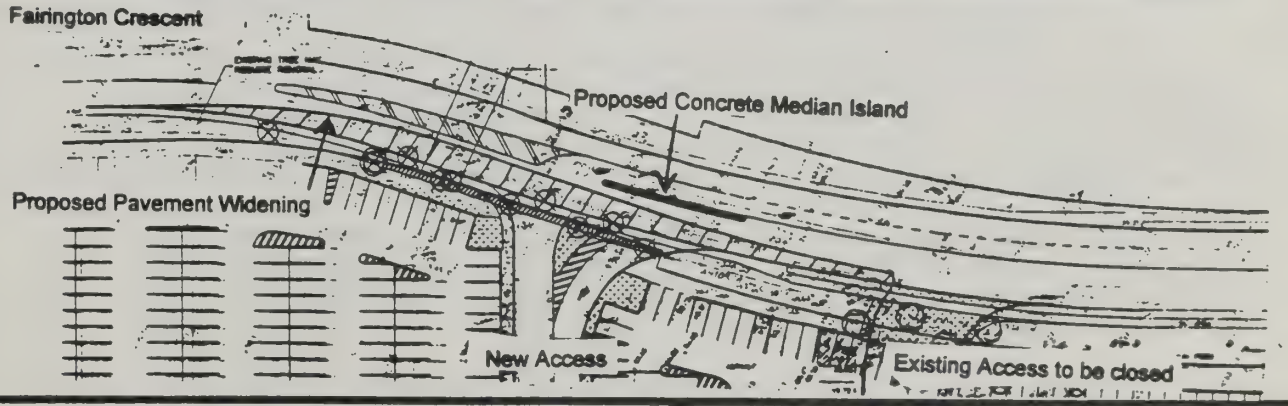


FORM RP-98-1

DELAWANA DRIVE- EXISTING EAST ACCESS TO EASTGATE SQUARE



DELAWANA DRIVE- PROPOSED ROAD WIDENING, EAST ACCESS RELOCATION, MEDIAN ISLAND CONSTRUCTION ADJACENT TO EASTGATE SQUARE



LOCATION PLAN

DELAWANA DRIVE FROM APPROXIMATELY 30 METERS WEST OF FAIRINGTON CRECENT TO 70 METERS WEST OF CENTENNIAL PARKWAY

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
REGIONAL TRANSPORTATION DEPARTMENT

LEGEND

AREA OF PROPOSED ALTERATION

NORTH	SCALE	REFERENCE FILE NO.
	Not to Scale	DA-98-44
	DATE February 23, 1999	

KEY MAP

NORTH

NOT TO SCALE



FORM RP-98-1

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 99-

TO ALTER CENTENNIAL PARKWAY NORTH BETWEEN DELAWANA DRIVE AND VINEYARD ROAD BY CHANGING THE RAISED CONCRETE MEDIAN ISLAND AND TO ALTER DELAWANA DRIVE FROM WEST OF FAIRINGTON CRESCENT TO EAST OF CENTENNIAL PARKWAY NORTH BY WIDENING THE PAVEMENT ON THE SOUTH SIDE AND BY INSTALLING A RAISED CONCRETE MEDIAN ISLAND

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act. Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close or sell any highway or part of a highway;

AND WHEREAS the portion of highways known as Centennial Parkway North and Delawana Drive are local roads under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 33 of the 3rd Report of the Transport and Environment Committee on March 9, 1999, authorized that steps be taken in accordance with the Municipal Act to advertise Notice of the City's intention to alter Centennial Parkway North and Delawana Drive as hereinafter described;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said alteration has been published as required by Section 300 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation of the City of Hamilton:

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the alterations be approved and carried out to Delawana Drive from approximately 70 metres west of Centennial Parkway North to approximately 30 metres west of Fairington Crescent, for the purpose of widening the south side of the pavement, extending the centre left turn lane and constructing a raised concrete median island, as illustrated in Schedule "A" (1) attached hereto.

2. That the alterations be approved and carried out to Centennial Parkway from approximately 50 metres south of Delawana Drive to approximately 40 metres north of Vineyard Road, for the purpose of changing and reconstructing the raised concrete median island and to alter the existing driveways on the east side of Centennial Parkway North, as illustrated in Schedule "A" (2) attached hereto.

2. That the Mayor and Municipal Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all agreements and documents necessary for the construction of the said works.

PASSED this day of , 1999.

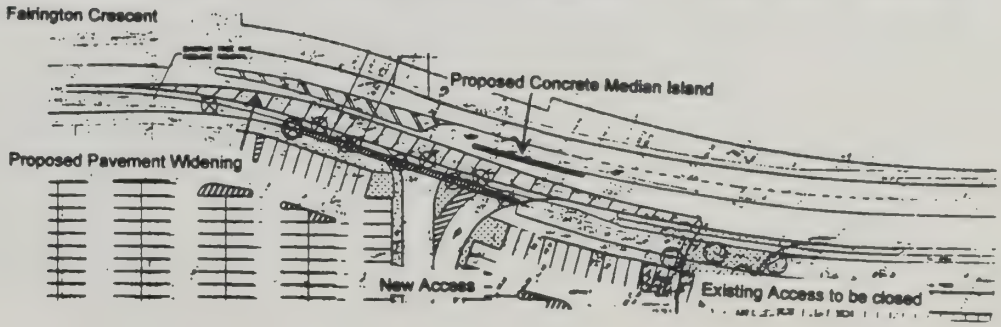
MUNICIPAL CLERK MAYOR

SCHEDULE "A" TO BY-LAW NO. 99-

CORPORATION OF THE CITY OF HAMILTON

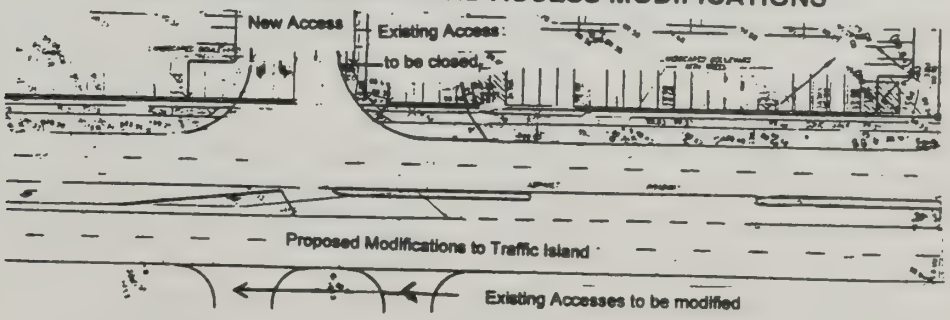
(1)

DELAWANA DRIVE- PROPOSED ROAD WIDENING, EAST ACCESS RELOCATION, MEDIAN ISLAND CONSTRUCTION ADJACENT TO EASTGATE SQUARE



(2)

CENTENNIAL PARKWAY- PROPOSED NORTH ACCESS TO EASTGATE SQUARE AND TRAFFIC ISLAND AND ACCESS MODIFICATIONS



160

March 29, 1999

Ms. C. Biggs, Legislative Assistant
Transport & Environment Committee
2nd Floor, Hamilton City Hall
71 Main Street West
Hamilton, Ontario L8P 4Y5

Dear Ms. Biggs,

Please find enclosed a hard copy of my submission to the City of Hamilton Planning Department regarding the proposed expansion of the Hamilton BioConversion facility. I would also like to formally request an opportunity to address the Transport & Environment Committee on this issue at its April 19th meeting.

As it happens, another issue with implications for my neighbourhood will be discussed by the committee at the April 19th meeting. I am referring to the public notice of plans to alter the Delawana Drive entrance to Eastgate Square. While I am not a resident of Delawana Drive, I live in this neighbourhood and I do believe my land is presently prejudicially affected by the manner in which Eastgate Mall entrances have been built abutting onto residential streets. I would like to raise my concerns in more detail with the Transport and Environment Committee at the meeting.

Yours truly,

L.M. Lukasik

Lynda M. Lukasik

148 Oakland Drive
Hamilton, Ontario L8E 1B6
TEL: (905) 560-1177
email: llukasik@worldchat.com

BACKGROUND:

At its meeting of March 9, 1999, City Council approved an amended Item 39 of the Third Report of the Transport and Environment Committee authorizing the issuance of a Request for Proposals to solicit vendor operators for specified street locations for a 3-year period ending December 31, 2001.

The approved locations are illustrated on the attached map and listed in the summary of recommended operators (Appendix A). It is noted that the Bay Street at Copps Coliseum locations were excluded from the RFP as these 2 sites were referred back to committee for further consideration.

For the 5 sites included in the RFP, a total of 15 proposals were submitted by the April 1, 1999 deadline. In reviewing submissions and finalizing this recommendation, consideration was given to approved criteria, including past performance with the City, if applicable, location fee, types of products, prices and operator experience. Appendix A, attached, summarizes the recommended operators, by location, products offered, and proposed fee payments to the City.

It is noted that for the James and King Street location a bid was received representing a higher proposed fee payment to the City, however, due to an outstanding debt owed to the City by this proponent, the bid was rejected.

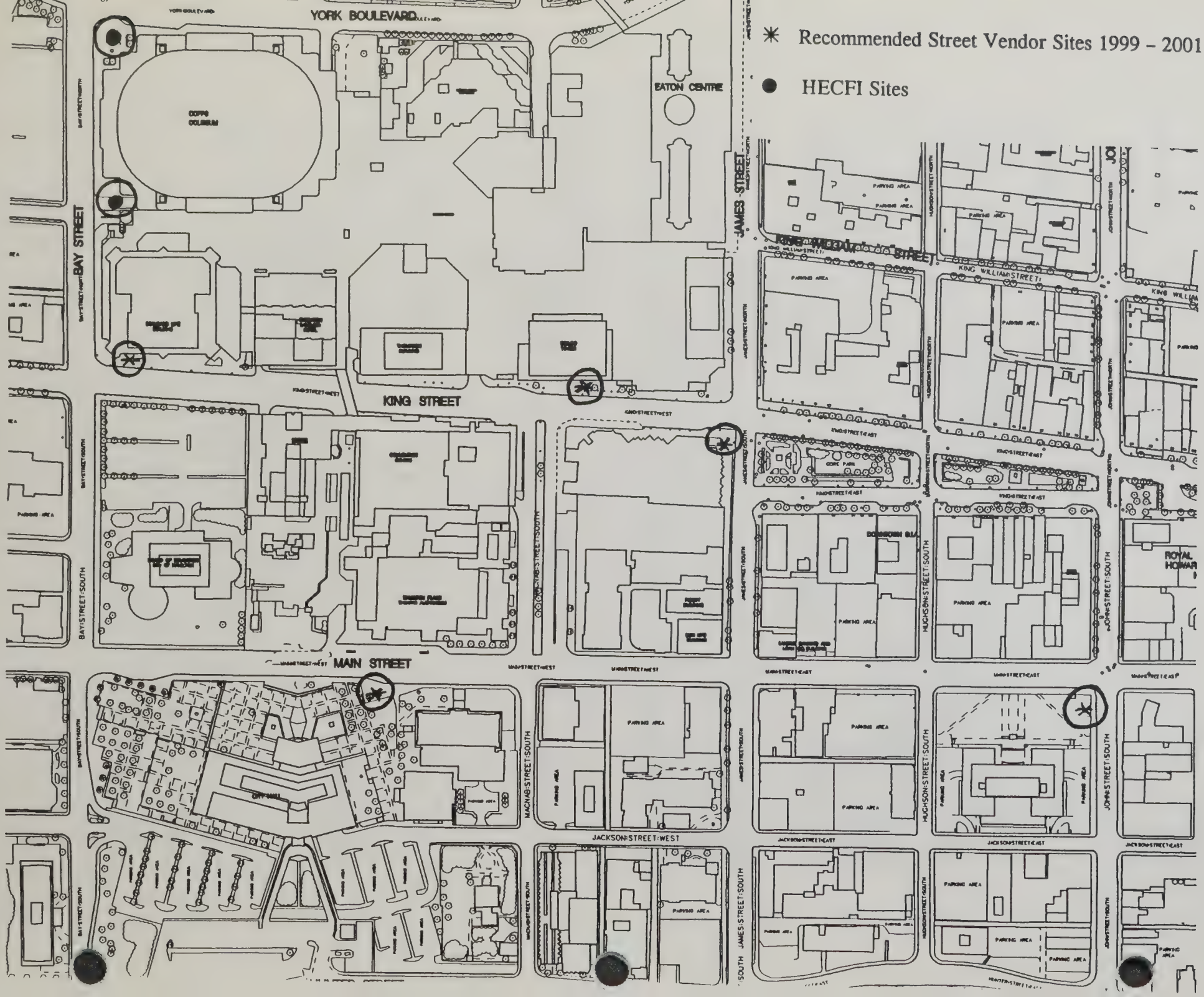
RWC:jh
Attchs.

c.c. A. Leitch, P.Eng., General Manager
Transportation, Operations and Environment
c.c. R. Chrystian, Manager of Parks
c.c. R. Roszell, Corporate Counsel, Att: R. Sabo
c.c. A. Ross, General Manger of Finance, Att: N. Kelly, Purchasing

City of Hamilton
1999-2001 Street Vendor Program

Recommended Operators at Approved Locations

Name	Location	Products	Fee
Teresa Lynn Romeo	s/w corner of James St. & King St.	Sausages/ Hot Dogs/ Veggie Dogs Soft Drinks/ Juice/Water	$20,400
Teresa Lynn Romeo	Stelco Tower - King St. W.	as above	$ 6,500
Roger Auger	Court House (between Hughson and John Streets)	Sausages/ Hot Dogs Soft Drinks/ Juices/ Water	$ 5,050
Roger Auger	City Hall Forecourt	as above	$ 2,050
Michael Orzel	Standard Life Bldg. (King W. and Bay St.)	Sausages/ Hot Dogs Soft Drinks	$ 3,200


✳ Recommended Street Vendor Sites 1999 – 2001
● HECFI Sites
YORK BOULEVARD
EATON CENTRE
BAY STREET
JAMES STREET
KING STREET
KING WILLIAM STREET
MAIN STREET
JACKSON STREET WEST
HUGHSON STREET SOUTH
JOHN STREET SOUTH
MACNAB STREET SOUTH

3(a)(ii)

Office of the Municipal Clerk

Memorandum

TO: Carolyn A. Biggs
Acting Secretary
Transport and Environment Committee

FROM: J. J. Schatz
Municipal Clerk

PHONE: (905) 546-2727

DATE: 1999 March 10

SUBJECT: Section 39 of the Third Report of the
Transport and Environment Committee

City Council, at its meeting held on Tuesday, March 9, 1999, approved Section 39 of the Third Report of the Transport and Environment Committee with respect to "Vendor Program for Street Locations – Authority to Issue Request for Proposals", **with the exception of the vendor location at the southeast corner of Bay and York Streets**. This particular location was **referred back** to the Transport and Environment Committee.

Would you please ensure that this matter is placed before the Committee for its next meeting.

:cab.

c.c. D. Lobo, Commissioner of Public Works and Traffic

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 November 13

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo, Commissioner
Department of Public Works and Traffic

SUBJECT: Vendor Program for Selected Street Locations
– Authority to Issue Request for Proposals

RECOMMENDATION:

a) That the Commissioner of Public Works and Traffic be authorized to finalize and issue a Request for Proposals to solicit vendor operators for approved locations based on a term of three years commencing 1999, and

b) That the following locations be approved for vendor operations:

One vendor at:
Southwest corner – James Street and King Street West
Stelco Tower (north side of King Street West)
City Hall forecourt
Court House (between Hughson St. and John St. S.)
Northeast corner – King St. W. and Bay St. at
Standard Life Building, and

c) That HECFI be authorized to establish two (2) vendor operations as part of its food services program at the following locations:

Southeast corner – Bay Street and York Street

Bay Street at Copps Coliseum – main entrance to Box Office, and

d) That all revenues and maintenance expenditures resulting from the Bay Street / Copps Coliseum locations be assigned to HECFI, and

e) That a Review Committee comprised of the Commissioner of Public Works and Traffic (or designate), the Special Events Liaison Officer and Purchasing Division representative be authorized to receive and review submissions using evaluation criteria attached to this report and dated November 1998 and recommend vendor operators for consideration by the T&E Committee, exclusive of the HECFI/Copps Coliseum locations, and

f) That the General Manager, Finance be requested to ensure that appropriate accounting procedures are in place for the program, and

g) A draft agreement be prepared in a form satisfactory to the City/Regional Solicitor for recommendation by the Review Committee.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The financial return to the City cannot be determined at this time, however, for the recently expired three-year vendor program, revenues proposed by successful operators for the sites recommended in this report, totalled $29,251.

From a revenue/expenditure perspective it is important that the accounting procedures for this program recognize that the full revenue payment is received at the outset of the three-year contract period. However, maintenance-related expenditures and Departmental responsibilities extend for the life of the contract; hence a funding source for years two and three is required. For the vendor contracts beginning in 1996 and expiring this year, like circumstances existed regarding the City's receipt of revenue vs. program expenditures, and a review to determine the appropriateness of established procedures is considered timely.

For the Bay Street-Copps Coliseum locations, this report recommends approval of two locations in areas where conflicts between pedestrian traffic entering/leaving the building and vendor operations are minimal. Further, given the responsibilities of HECFI for crowd control and a range of customer services during events, this report also recommends that administrative requirements for street vendor operations at this facility be assigned to HECFI.

Correspondence on file from HECFI dated November 18, 1998 indicates this arrangement is acceptable. Further, staff understand that upon expiration of the existing contract for delivery of food services in June 1999, a new five-year agreement will follow and that the successful party(s) will be responsible for indoor and outdoor food services.

There are no staffing changes associated with this recommendation. The administration of the park and street vendor program is co-ordinated by the Manager of Parks with

assistance from the department's Special Events Liaison Officer and Purchasing Division staff.

The law Department will be required to complete any necessary agreements between the City and successful operators.

BACKGROUND:

At its meeting of April 11, 1995, City Council approved a recommendation of the Finance and Administration Committee permitting street vendors to set up operations at 16 specified sites, primarily in the downtown area.

Bids were received in response to a Request for Proposal call and using approved criteria for evaluating submissions, a selection committee of staff and elected officials completed the review process and recommended candidates for a three-year period. Due to market conditions and re-consideration of revenue vs. cost projections, a number of the approved vendors decided against proceeding any further. On this basis, the sites recommended in this report are fewer in number compared against the 1996-98 contract period. However, based on experience to date, vendors are expected to show interest in these locations as they offer potential for a favorable return on investment made. The recommended sites are illustrated on the attached location map.

The evaluation criteria approved in 1995 remain relevant, but have been modified to include past performance at a City location as an additional consideration, if applicable (see attached copy).

Following completion of the RFP process, anticipated for early 1999, staff will forward a recommendation report for consideration of the Transport and Environment Committee with support material on overall private sector response and resulting financial benefits to the City.

Finally, it is noted that a similar report has been forwarded to the Parks and Recreation Committee for consideration of vendor and concession operations at selected park locations.

RWC/mc
Attachments

cc: Alderman, A. Horwath, Alderman Ward 2
Alderman, R. Corsini, Alderman Ward 2
Alderman, T. Anderson, Chair HECFI
A. Ross, General Manager Finance
R. Roszell, City/Regional Solicitor
R. W. Chrystian, Manager of Parks

NOVEMBER 1998

EVALUATION CRITERIA

1. Quality of Proposal

   - completeness of Proposal Form;
   - professionalism; and
   - complies with submission instructions

2. The fee for right to sell at site.

3. Capacity to Perform

   - financial capacity;
   - related experience;
   - past performance at City location, if applicable
   - knowledge of local market conditions;
   - ability to comply with City Insurance Standards and all licences and permits;
   - appropriateness of the goods proposed to be sold in relationship to adjacent business or other street vendors; and
   - bidder's proposal (goods or food to be sold) does not conflict with adjacent business within 300 feet.

4. Location Standards

   - bidder's consideration to public safety, vehicular safety and commercial ambiance of the street, and
   - creation of a map designating proposed vending location within selected site.

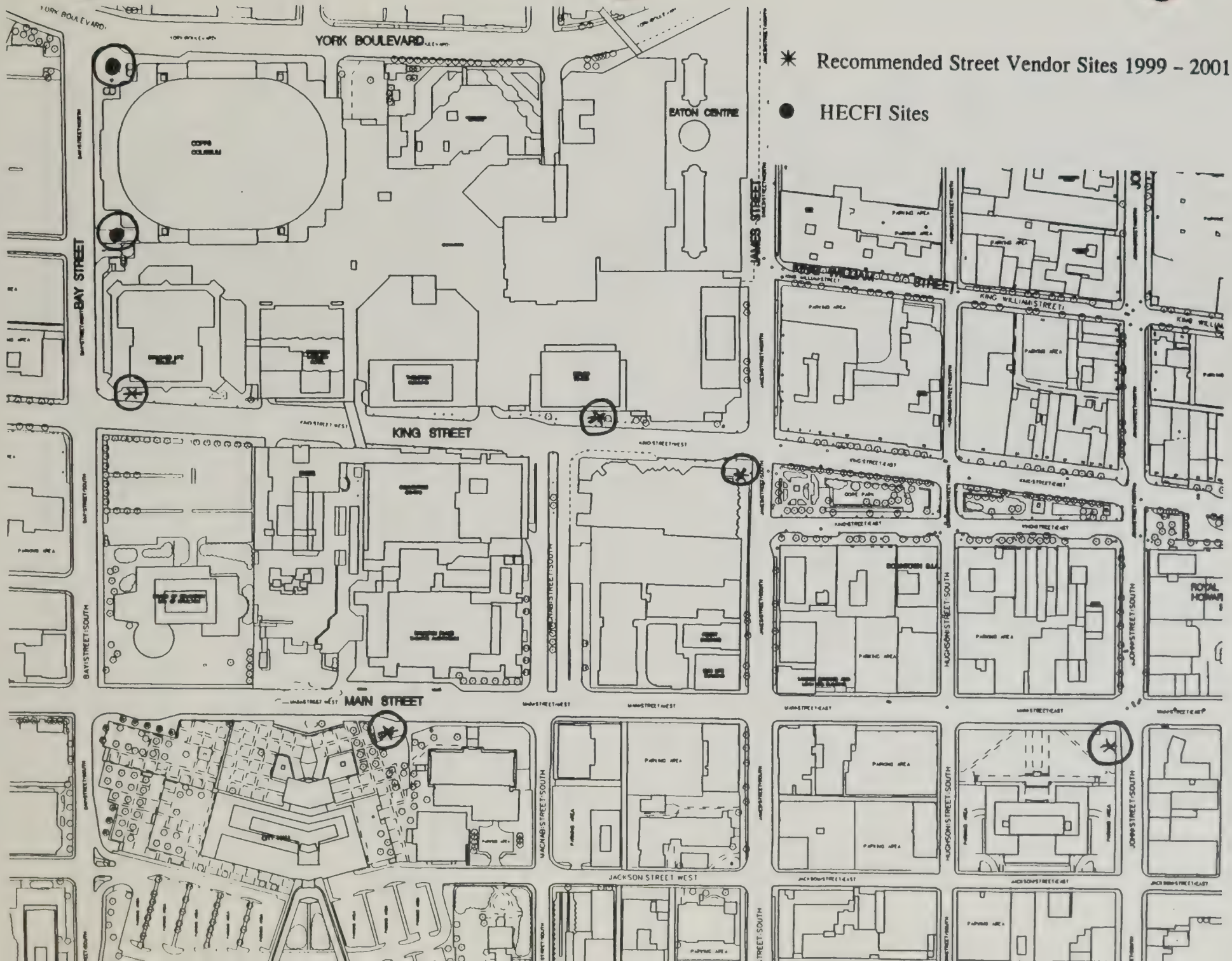
5. Types of goods sold and suggested prices.

6. Operational Plan

   - proposed daily service hours.

7. Uniform Cart Designs

   - ability to meet specifications and guidelines for cart designs;
   - attractive to street;
   - colourful;
   - imaginative;
   - durable;
   - readily movable by Vendor;
   - food cart complies with all health regulations for products proposed for sale; and
   - photograph and/or conceptual drawing of the cart.


Recommended Street Vendor Sites 1999 – 2001
HECFI Sites
YORK BOULEVARD
BAY STREET
JAMES STREET
EATON CENTRE
KING STREET
KING WILLIAM STREET
MAIN STREET
JACKSON STREET WEST
BAY STREET SOUTH
HUCKSON STREET SOUTH
JOHN STREET SOUTH

3(b)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 4
File No. TEC-079A-99 / Author: M. Hazell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 128 Cannon Street West – Request for a "Permit Parking" Permit for Railway Street

RECOMMENDATION:

That no action be taken on the request by the resident at 128 Cannon Street West for a parking permit for Railway Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

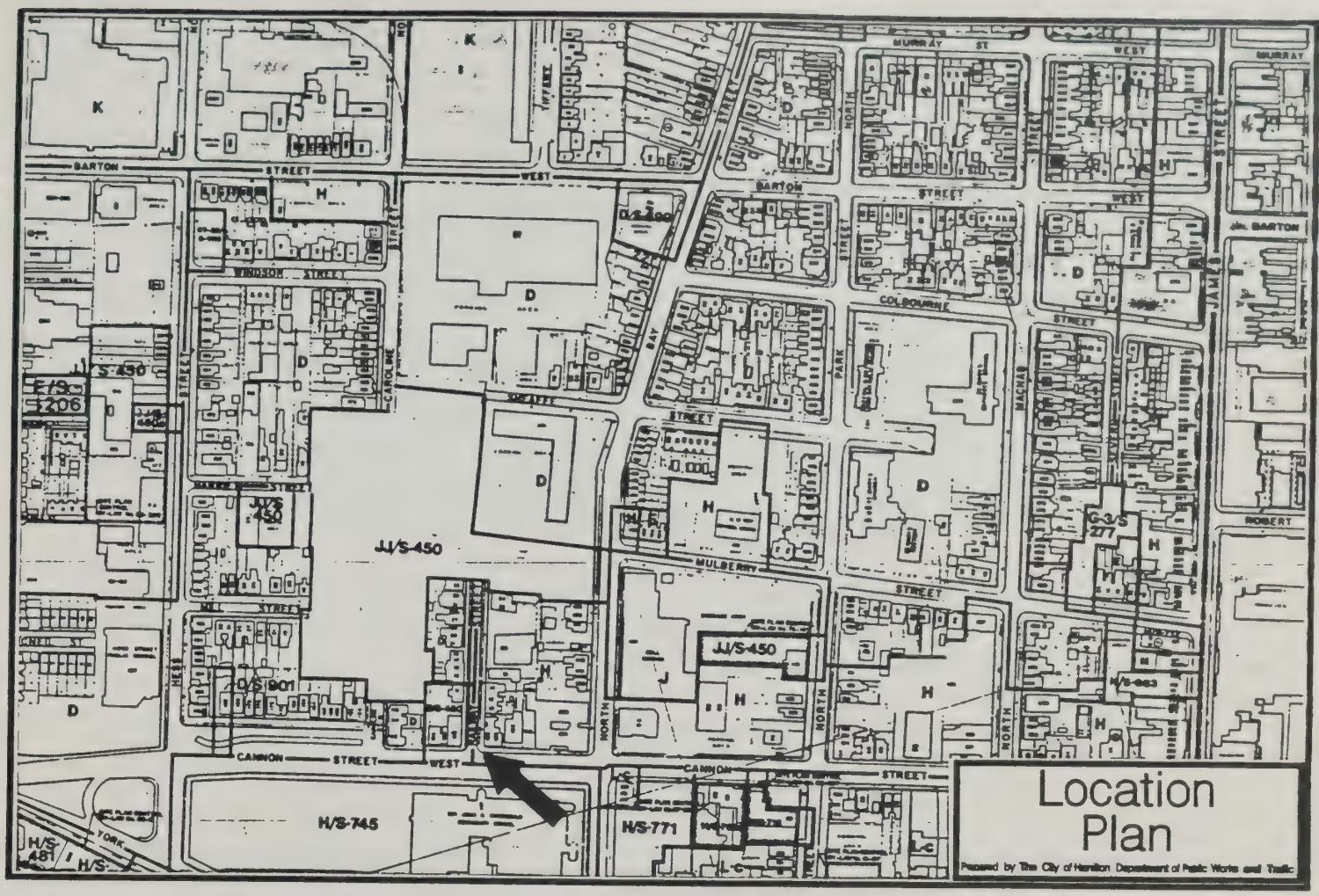
Alderman Ron Corsini has asked staff to report to the Transport & Environment Committee respecting a request by the resident at 128 Cannon Street West that he be allowed to purchase a parking permit to exempt his vehicle from the signed "Permit Parking" regulation on Railway Street, north of Cannon Street.

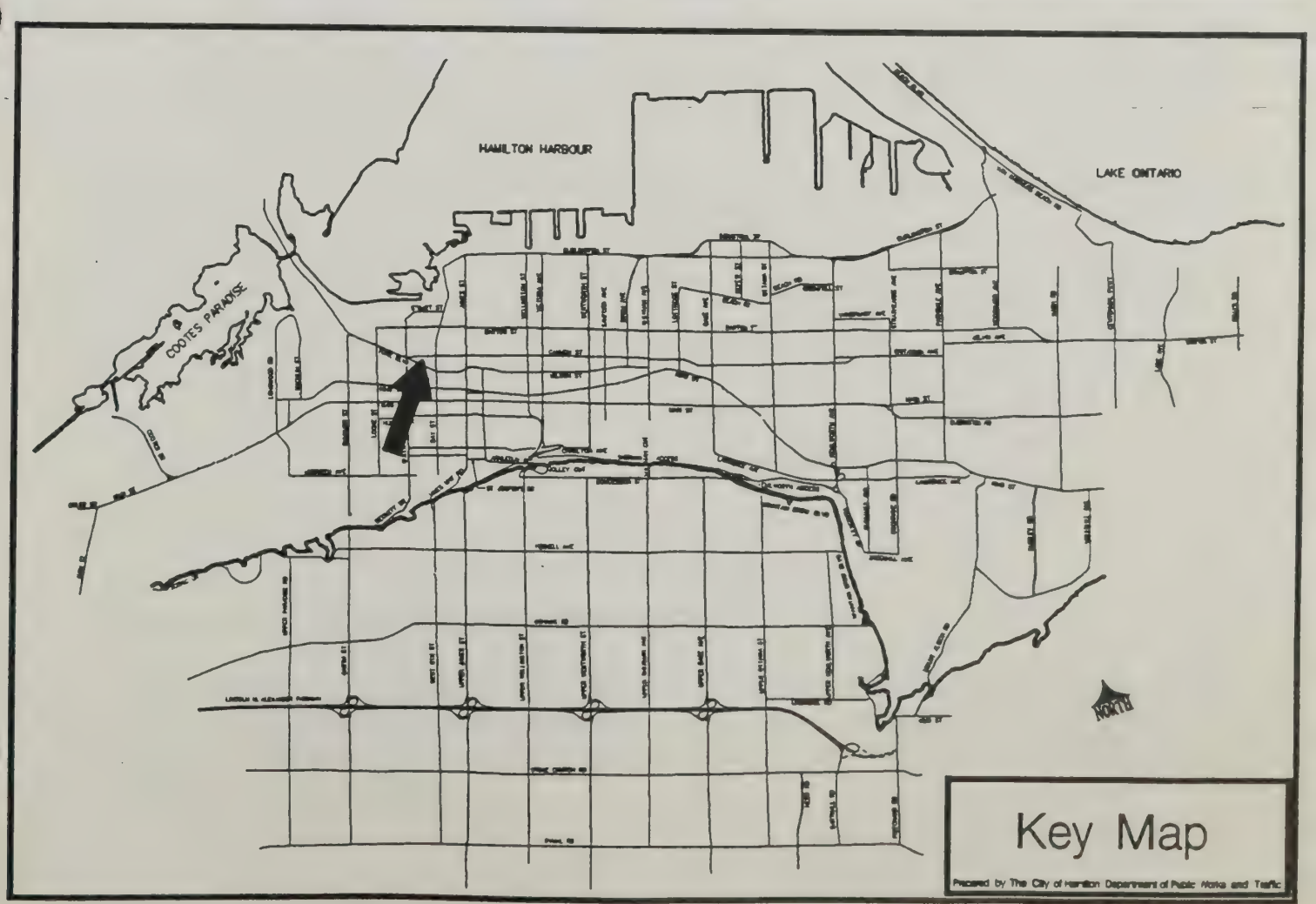
Presently, stopping is prohibited on the east side, and there are ten "Permit Parking" spaces on the west side of the street. To date, only 5 of the 10 parking permits have been issued to residents of Railway, but in previous years, all 10 permits have been issued. Thus, staff expects that other residents, although somewhat late, will apply to renew their permits.

The City Traffic By-law 89-72 provides that only residents whose property abuts a street controlled by a "Permit Parking" regulation may be eligible to purchase permits to exempt their vehicles from the signed regulation, and parking is prohibited for all other motorists. Thus, the "Permit Parking" regulation is very restrictive and is only used when there are very severe parking problems such that the residents are more concerned about parking for their own needs than their visitors.

The property at No. 128 Cannon Street West does not abut Railway Street (it is the second building east of Railway) and therefore, is not eligible for a permit. If all of the residents of Railway Street choose to renew their permits, the issuance of a parking permit to someone who does not live on the street will result in serious complaints. Finally, staff receives many, many requests for parking permits by residents who do not reside on "Permit Parking" streets and to the best of our knowledge permits have never been issued to "non-residents". Therefore, issuing a permit to a resident of Cannon Street to allow parking on Railway Street will set a precedent for further requests.

MBH/kag


Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic
BARTON STREET WEST
MURRAY ST
WEST
COLBOURNE STREET
MULBERRY STREET
CANNON STREET WEST
CANNON STREET
WINDSOR STREET
CAROLINE STREET
JAMES
ROBERT
YORK
J1/S-450
H/S-745
H/S-771
H/S-481
H/S-
S-450
E/S-1206
C/S-901
S/S-877


Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic
HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH

4(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 18

REPORT TO: Carolyn Biggs, Secretary
Transport and Environment Committee

FROM: Lee Ann Coveyduck, M.C.I.P., R.P.P.
General Manager,
Community Planning & Development Division

SUBJECT: 37 Kilbride Road - Mountain Transfer Station /
470 Kenora Avenue - Kenora Transfer Station
Proposed Amendments to Certificate of Approval No. A130111 (Mountain) and No. A130110 (Kenora) for a Waste Disposal Site (Processing)
Region of Hamilton-Wentworth

RECOMMENDATIONS:

(a) That the West Central Branch of the Ontario Ministry of the Environment be advised that the City of Hamilton has no objection to the proposed Amendments to Certificate of Approval No. A130111 (Mountain Transfer Station) and No. A130110 (Kenora Transfer Station);

(b) That a copy of this report be forwarded to the West Central Branch of the Ontario Ministry of the Environment for their consideration; and,

(c) That a copy of this report be forwarded to the General Manager, Transportation & Operations Division for information.

Lee Ann Coveyduck.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

These Certificate of Approval Amendment applications are processed by the Ontario Ministry of the Environment under the authority of the Environmental Protection Act. The City of Hamilton has been formally requested to provide comments to the Ministry on these specific applications.

BACKGROUND:

What is a Certificate of Approval?

A "Certificate of Approval" pursuant to Part V of the Environmental Protection Act is a legally binding document, through which an individual, company or municipality is permitted by the Ontario Ministry of the Environment (MOE) to undertake an activity related to the management of waste.

Each Certificate of Approval is drafted to address the site-specific considerations relevant to the proposal, contains enforceable requirements that ensure environmental and health protection, compliance with legislation and policy requirements. To achieve this, a Certificate of Approval stipulates the range or types of wastes that can be managed at the facility to which the Certificate of Approval applies, and contains "conditions" that describe the manner in which the facility is to be operated. Failure to comply with any of a Certificate's conditions constitutes a violation of the Environmental Protection Act and is grounds for enforcement through the Provincial Offences Act.

As part of their review process, the MOE requests affected municipalities to provide comments on new and amended Certificate of Approval applications. The MOE then makes a decision on the application on the basis of the comments received, in addition to various technical and environmental considerations. Comments from both the City of Hamilton and the Region of Hamilton-Wentworth on specific Certificate of Approval applications are forwarded to the MOE. (In this specific situation, the Region of Hamilton-Wentworth will not be forwarding comments to the MOE as they are the proponent.)

The Proposal

The West Central Region of the MOE has received an application from the Region of Hamilton-Wentworth to amend its Certificate of Approvals that govern the operation of the Region's three Waste Transfer Stations (Dundas, Kenora and Mountain) and the Glanbrook Landfill. Only the two Waste Transfer Stations that are located within the City of Hamilton, Mountain (A130111) and Kenora (A130110), are considered in this report.

The Mountain Transfer Station is located at 37 Kilbride Road in the Hannon West Neighbourhood part of the East Mountain Industrial-Business Park (see attached key map, marked as Appendix "A"). The proposed changes to be reflected in the amended Certificate of Approval are as follows (see attached diagram, marked as Appendix "B"):

1. Amend use of former compactor bays for light vehicle drop-off of recyclables.
2. Extend facility fence line and property line to the east onto adjacent Regional Works Yard.
3. Temporary waste storage area/enclosure – overflow area for light vehicles during peak periods; possible staging to permanent enclosure.
4. New internal road pavement for revised vehicle re-weighing route.
5. Remove and re-install access ramp for revised bunkers arrangement.
6. Revise arrangement of outdoor bunkers for recyclables (old corrugated cardboard (OCC) and co-mingled material including plastic containers, glass bottles, steel and aluminum cans, as accepted in the Blue Box program).

The Kenora Transfer Station is located at 470 Kenora Avenue in the Nashdale Neighbourhood (see attached key map, marked as Appendix "C"). The proposed changes to be reflected in the amended Certificate of Approval are as follows (see attached diagram, marked as Appendix "D"):

1. Revise use of former compactor bays to accommodate recyclables deliveries (old corrugated cardboard (OCC) and co-mingled material including plastic containers, glass bottles, steel and aluminum cans, as accepted in the Blue Box program).
2. Install recyclables loading ramp in front of former compactor bays.
3. Install outdoor compost bunker at south fence line.
4. Extend facility fence line and property line to east onto adjacent Regional property.
5. Extend enclosed trailer loading area at north side of transfer station building to permit loading access from both east and west bays of the facility.

For both the Kenora and Mountain Transfer Stations, the proposed changes to the Certificates of Approval noted above are of a minor logistical nature. These changes reflect the intent to alter slightly the layout of the Waste Transfer stations to:

- have safer and more efficient traffic movements (internal and external) and waste handling during peak periods;
- improve materials processing and handling; and
- improve nuisance/litter control.

COMMENTS FROM MUNICIPAL DEPARTMENTS:

The applications were circulated to City Departments for comment. The comments received are as follows:

City - Department of Public Works and Traffic

Kenora Transfer Station:
"The Traffic Planning Section has no concerns since Kenora Avenue is a truck route.

The Noise Control Section also has no concerns."

Mountain Transfer Station:
"The above noted application for the Mountain Transfer Station is to expand the drop-off areas for recyclables such as leaf/yard material, scrap metal items, etc. and to provide a drop-off area for wastes from light vehicles during peak times. In addition, it is proposed to extend the fence and property line 35 metres east to accommodate an internal road loop for scale access. Often during peak times traffic is queued back onto Kilbride Road waiting to access the Transfer Station. Therefore, the Traffic Planning Section supports the proposed changes which will improve on-site efficiencies, increase on-site queuing and thus improve traffic conditions on Kilbride Road during peak times.

The Noise Control Section has no comment."

City - Building Department

Kenora Transfer Station:
"No plans for the addition or drop-off enclosed areas have been provided, however, the project, as described, should easily enough respect the building height of 17m, front yard of 6m and parking provisions (per Sections 17A.(2), 17A.(3) and 17A.(5) respectively), that pertain to the project."

Mountain Transfer Station:
"The use is permitted, as along as the extension of the site 35m eastward is done subject to a Site Plan Control Agreement."

Staffs of the Transportation & Operations Division have indicated they will obtain all necessary Site Plan Control Agreement approvals prior to making use of the area 35 metres to the east (Kilbride Yard) as part of the Mountain Transfer Station operation. The Building Department in response noted "there is no problem if the Site Plan revision/ exemption precedes the use of the site as a Transfer Station."

City - Fire Department

Kenora Transfer Station:
"This Department has reviewed the application for an amendment to the Certificate of Approval No. A130110 for the above noted property and has no requirements or objections."

Mountain Transfer Station:
"We have no objections to the proposal provided the outdoor method of storage which provides containment and limits pile size is continued."

City - Community Planning

The Kenora Transfer Station at 470 Kenora Avenue is situated in the Nashdale Neighbourhood. According to Schedule "A" - Land Use Concept, the site is designated as *Industrial*.

The Mountain Transfer Station at 37 Kilbride Road is situated in the Hannon West Neighbourhood of the East Mountain Industrial-Business Park. According to Schedule "A" - Land Use Concept, the site is designated as *Industrial*.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.

A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The proposed on-site changes at the Kenora and Mountain Transfer Stations do not conflict with the Hamilton Official Plan.

RECEIPT OF PUBLIC COMMENTS:

On February 11, 1999 from 6:00-9:00 p.m. in Hamilton City Hall, an Open House was hosted by staff of the Transportation & Operations Division. The Open House was an opportunity for the general public to discuss with staff the proposed changes at the three Transfer Stations and the Glanbrook landfill and identify any concerns.

The Open House was advertised in the Hamilton Spectator, the various Brabant newspapers and direct delivery of notices was made to neighbours of the Transfer Stations. Ten people attended the Open House. Transportation & Operations staff in attendance at the Open House noted "there was no discussion, concerns or objections" in regard to the Transfer Stations. All discussion at the Open House focussed on the Glanbrook Landfill site and the use of ash as cover. In addition, one written submission was received but addressed matters pertaining to the Glanbrook Landfill.

COMMENTS AND CONCLUSION:

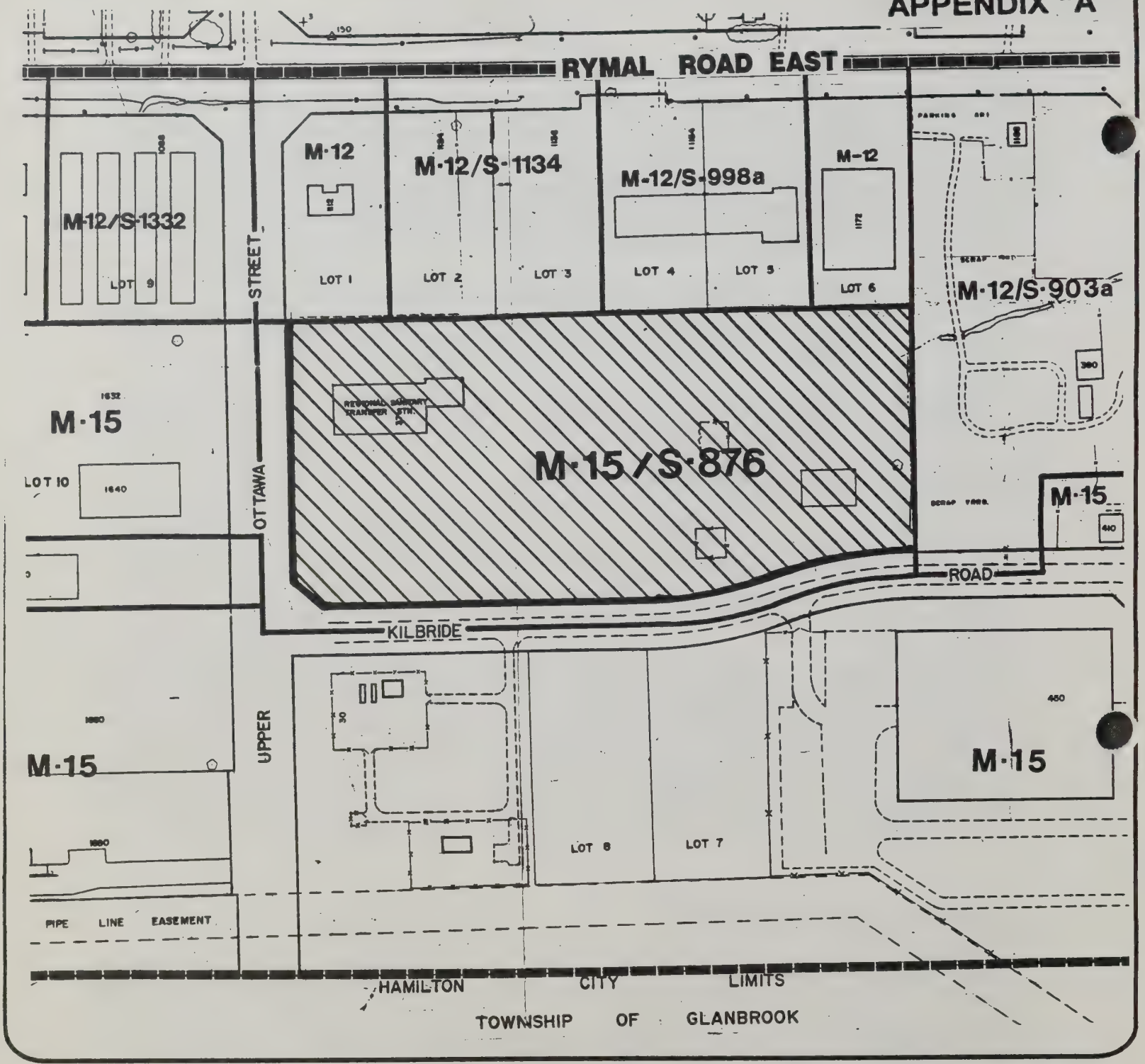
The proposed amendments to the Certificates of Approval governing the operation of the Kenora and Mountain Transfer Stations are of a minor logistical nature. The proposed changes will improve traffic movements on-site and into the sites, improve materials processing, and improve nuisance/litter control.

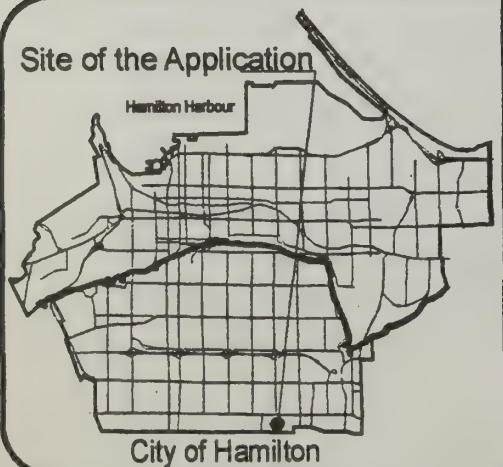
The proposed amendments were circulated to other City departments for comment. No significant concerns were identified. An Open House was held on February 11, 1999. No public concerns were identified with the proposed changes at the Kenora and Mountain Transfer stations.

Based on the foregoing, it is appropriate to advise the West Central Branch of the MOE that the City of Hamilton has no objection to the proposed Amendments to Certificate of Approval No. A130111 (Mountain Transfer Station) and No. A130110 (Kenora Transfer Station).

KE/ke

APPENDIX "A"





PLANNING AND DEVELOPMENT DEPARTMENT

Location Map

Legend

SUBJECT LANDS: 37 Kilbride Road

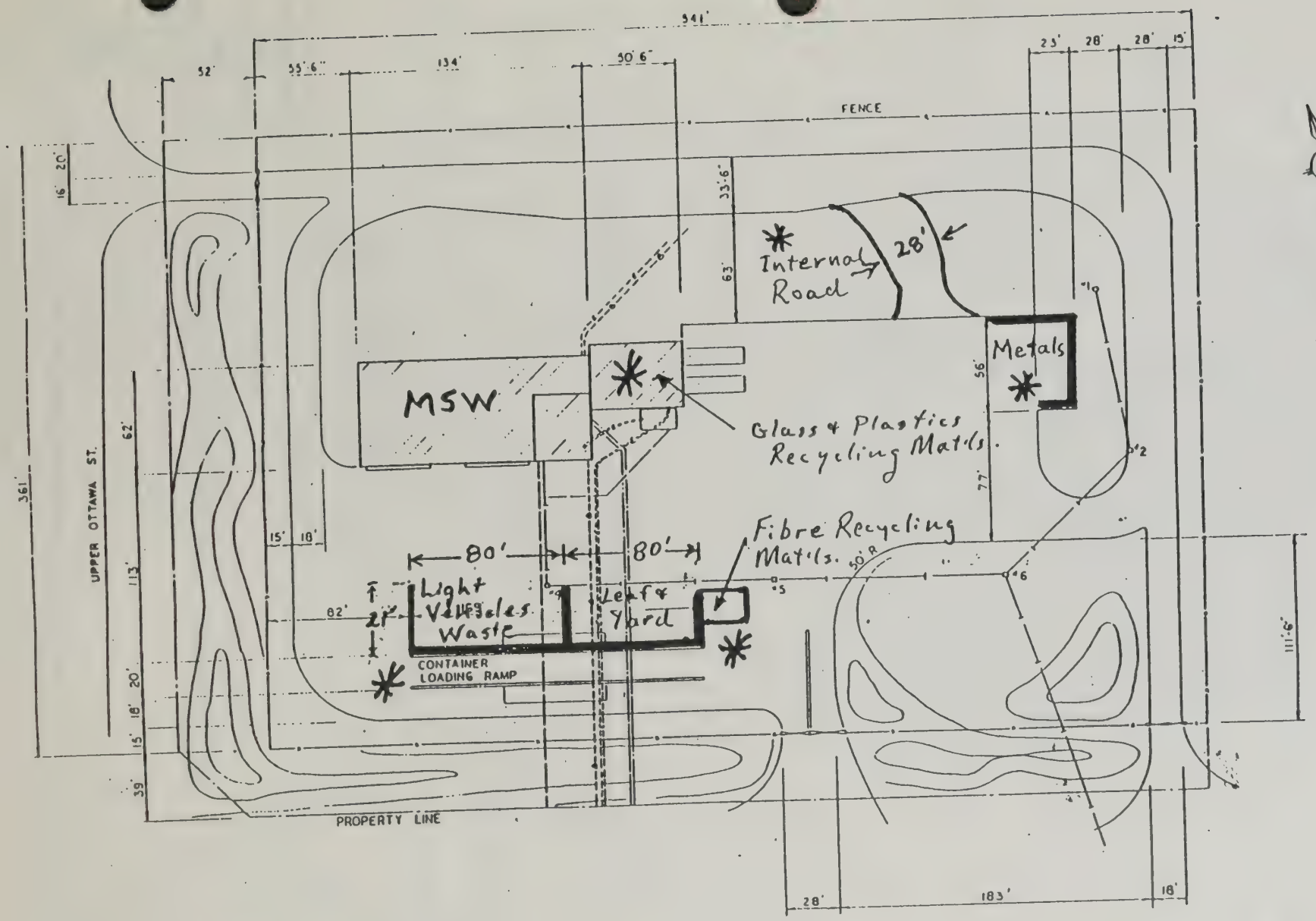
Reference file:
ENV-MOECOA-98-04

Scale
Not to Scale

Date
February, 1999

Technician
B. B.

North



APPENDIX "B"

LEGEND

- STORM 10"ø - 15"ø
- SANITARY 6"ø
- WATERMAIN 2"ø & 6"ø
- TELEPHONE DUCT 2"ø
- HYDRO DUCT 2"ø & 4"ø

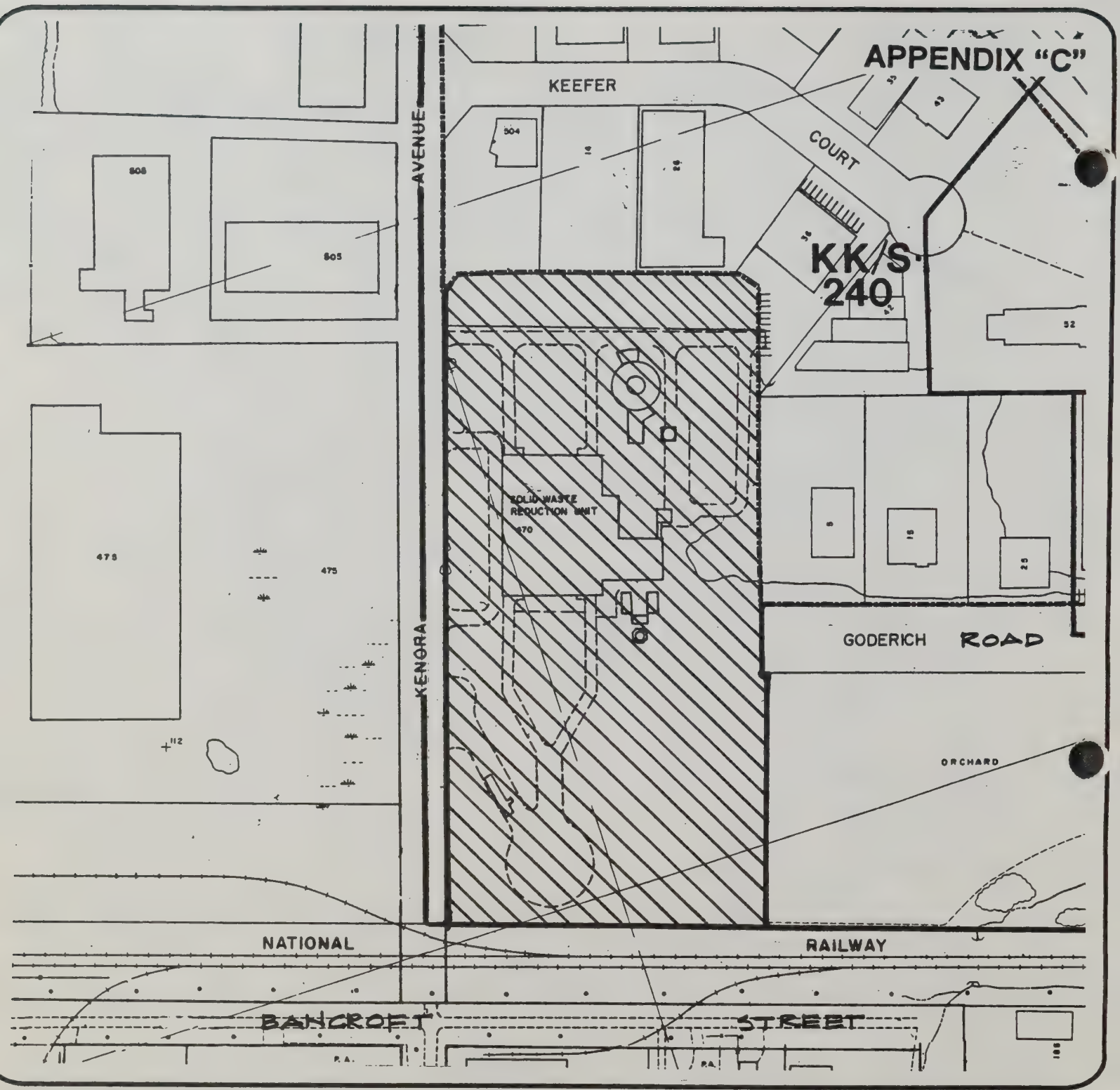
* Proposed Amendment (Interim)

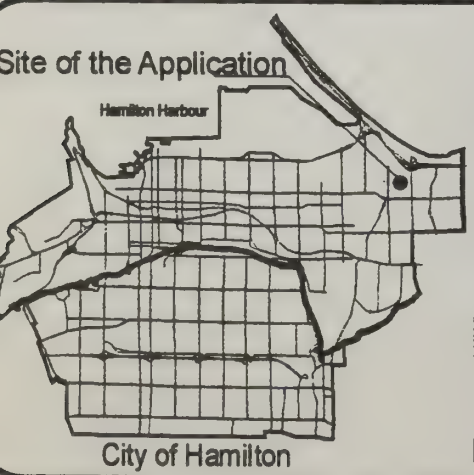
RAP 9/4

MOUNTAIN TRANSFER STATION
SITE PLAN

SCALE 0 10 30 50

DWG. No 2200-1





PLANNING AND DEVELOPMENT DEPARTMENT

Location Map

Legend

SUBJECT LANDS: 470 Kenora Avenue

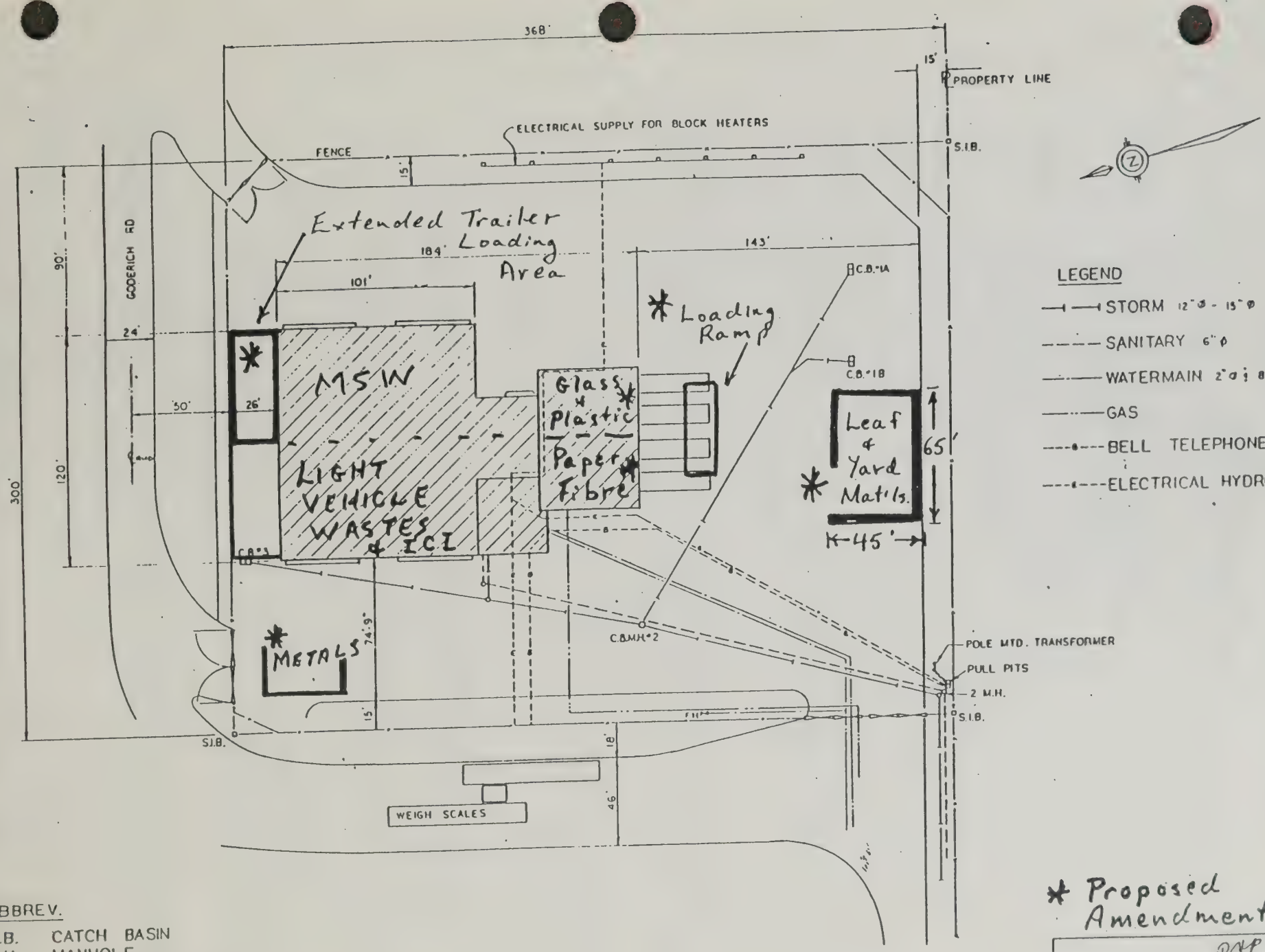
Reference file:
ENV-MOECOA-98-06

Scale
Not to Scale

Date
February, 1999

Technician
B. B.

North


368'
15'
PROPERTY LINE
ELECTRICAL SUPPLY FOR BLOCK HEATERS
FENCE
S.I.B.
GODERICH RD
90'
120'
300'
24'
50'
26'
Extended Trailer Loading Area
184'
101'
143'
C.B.-1A
C.B.-1B
Loading Ramp
MSW
LIGHT VEHICLE WASTES & ICI
Glass & Plastic
Paper Fibre
Leaf & Yard Matls.
65'
45'
C.B.-2
METALS
74.9'
C.B.M.H.-2
POLE MTD. TRANSFORMER
PULL PITS
2 M.H.
S.I.B.
S.I.B.
15'
18'
46'
WEIGH SCALES
LEGEND
STORM 12"ø - 15"ø
SANITARY 6"ø
WATERMAIN 2"ø ; 8"ø
GAS
BELL TELEPHONE 2"ø
ELECTRICAL HYDRO 2"ø ; 4"ø
ABBREV.
C.B. CATCH BASIN
M.H. MANHOLE
F.H. FIRE HYDRANT
S.I.B. STANDARD IRON BAR
* Proposed Amendments (Late
APP 9/48
KENORA TRANSFER STATION
SITE PLAN
SCALE: 10 20 30 40 50
DWG. NO 2200-0

APPENDIX "D"

5(a)

Office of the Municipal Clerk
Memorandum

TO: Carolyn Biggs, Acting Secretary
Transport and Enviroment Committee
Office of the Municipal Clerk

FROM: J. J. Schatz
Municipal Clerk
Office of the Municipal Clerk

PHONE: (905) 546-2727

DATE: April 14, 1999

SUBJECT: Council Referral re: Amendment to the Approved Fessenden Neighbourhood Plan – Proposed Deletion of Walkway between Forestgate Drive and Wendover Drive

Subjoined is Section 4 of the NINTH Report of the Planning and Development Committee for 1999 respecting the proposed deletion of a walkway between Forestgate Drive and Wendover Drive, as adopted by City Council on April 13, 1999.

I wish to draw to your attention, Subsection (b) which refers the closure and disposition of the said walkway to the Transport and Environment Committee for implementation. Please ensure that this item is placed on the next agenda of the Transport and Environment Committee for appropriate action.

4. Amendment to the Approved Fessenden Neighbourhood Plan - Proposed Deletion of Walkway between Forestgate Drive and Wendover Drive

(a) That the Approved Fessenden Neighbourhood Plan be amended by deleting the walkway located between Forestgate Drive and Wendover Drive, as shown on the attached Appendix "F"; and,

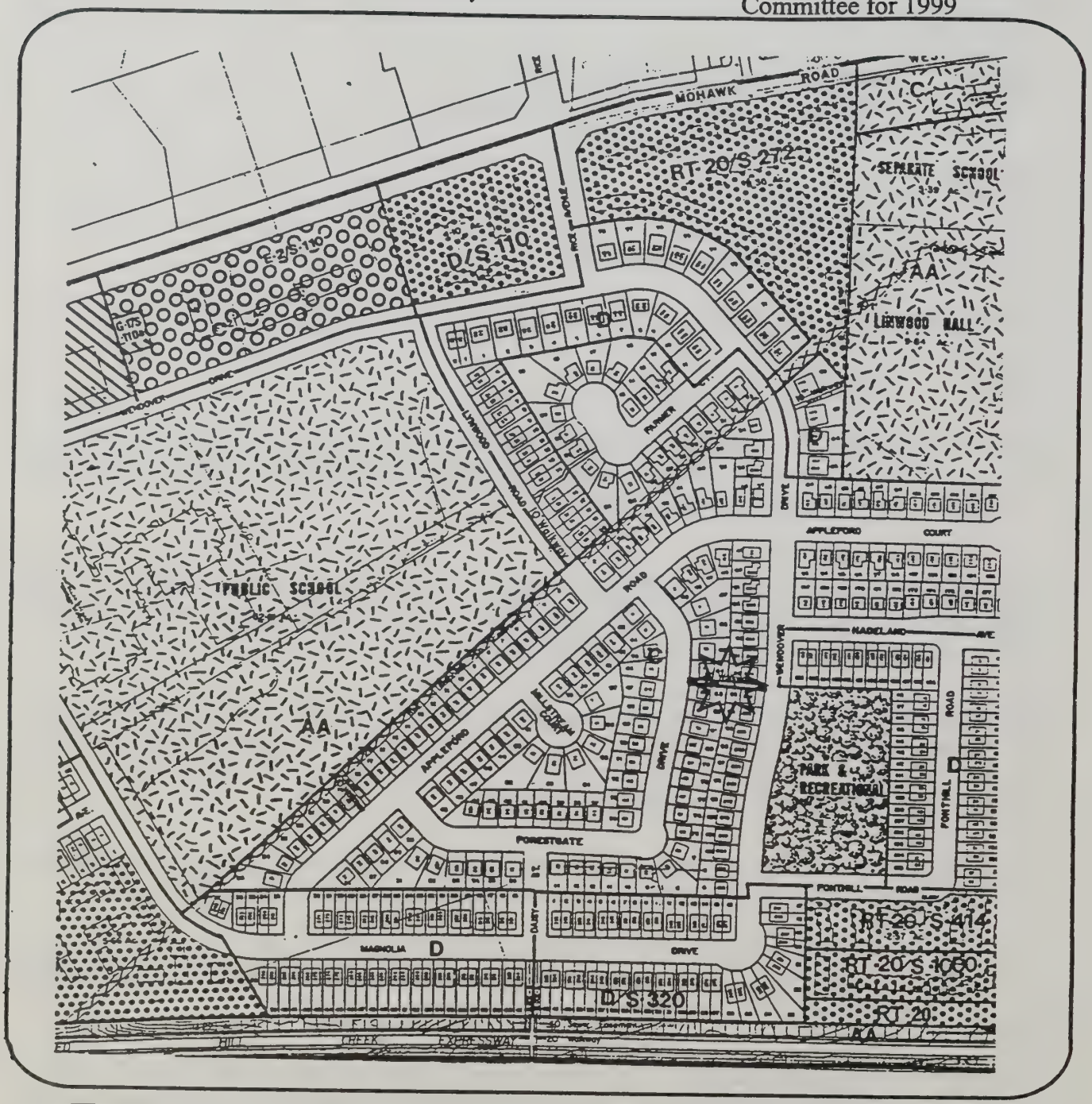
(b) That the closure and disposal of the walkway located between Forestgate Drive and Wendover Drive in the Fessenden Neighbourhood, as shown on the attached Appendix "F", be referred to the Transport and Environment Committee for implementation.

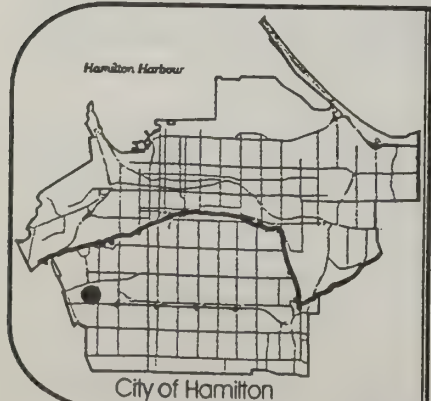
Attached is a copy of the report of the General Manager, Community Planning and Development Division dated March 19, 1999, as adopted by the Planning and Development Committee on April 7, 1999.

attached

cc L. Coveyduck, General Manager, Community Planning and Development Division
Alderman F. D'Amico, Ward 8
Alderman D. O'Sullivan, Ward 8

Appendix "F" as referred to in Section 4.(a) and 4.(b) of the NINTH Report of the Planning and Development Committee for 1999





PLANNING AND DEVELOPMENT DEPARTMENT

Location Map

Legend

Proposed Neighbourhood Plan Amendment to delete walkway.

Reference file: PS-2-46
Scale Not to Scale
Date Nov. 98
Technician: K.E.
North

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 19
P5-2-46
Fessenden Neighbourhood

REPORT TO: Tina Agnello, Secretary
Planning and Development Committee

FROM: Lee Ann Coveyduck
General Manager
Community Planning and Development Division

SUBJECT: Amendment to the Approved Fessenden Neighbourhood Plan – Proposed deletion of the walkway located between Forestgate Drive and Wendover Drive

RECOMMENDATION:

(a) That the Approved Fessenden Neighbourhood Plan be amended by deleting the walkway located between Forestgate Drive and Wendover Drive, as shown on the attached APPENDIX "A".

(b) That the closure and disposal of the walkway located between Forestgate Drive and Wendover Drive in the Fessenden Neighbourhood, as shown on the attached APPENDIX "A", be referred to the Transport and Environment Committee for implementation.

Leeann Coveyduck

FINANCIAL/STAFFING/LEGAL IMPLICATIONS

The City of Hamilton Official Plan requires public participation in the consideration of Neighbourhood Plan Amendments. Council approval is required for all Neighbourhood Plan Amendments.

BACKGROUND

The walkway located between Forestgate Drive and Wendover Drive within the Fessenden Neighbourhood was formally established in 1974 as part of registered plan

of subdivision (Block "B" Plan 62M-127). As a condition of subdivision approval, the walkway was dedicated to the City and has been used as a walkway since that time. The walkway is 3.05 m wide (10 ft.) wide and 61.57 m (202 ft.) deep.

In November 1998, residents in the vicinity of Forestgate Drive approached their ward alderman regarding closure of the subject walkway. The City's Planning and Development Committee subsequently directed City staff to undertake a Neighbourhood Plan review, to consider closure of the subject walkway. Concerns expressed by residents in the area of the walkway include problems of safety and loitering, particularly at night.

Circulation Of Proposed Neighbourhood Plan Amendment to Agencies and Departments

The following Departments had no comments or objections to the proposed Neighbourhood Plan Amendment:

- Traffic and Streets Divisions of the City of Hamilton Department of Public Works and Traffic Department
- City of Hamilton Real Estate Section
- Regional Environment Department
- Hamilton-Wentworth Roman Catholic School Board

The *Public Transit Section of the Region of Hamilton-Wentworth Transportation Department* advises:

> "Transit Service operates in both directions on Upper Paradise Road. Route 34, Upper Paradise will continue to operate for the foreseeable future. Forestgate Drive residents can use the existing bus stop at Hadeland Avenue.
>
> The deletion of the walkway will impact negatively on transit accessibility for 20 dwellings on Forestgate Drive. The walk to/from the bus stop will now be greater than 400 meters for these residents.
>
> Walking distance has a direct bearing on the decision to use public transit. Studies indicate that transit use drops for residents living beyond a 400 meter walk to the bus. A drop in transit use will have an impact on the viability of the Route 34 service, resulting in reduced revenues and an increase in the net operating cost.
>
> The HSR does not support the closure of pedestrian walkways where such a closure results in a drop in route coverage for the neighbourhood."

The *Hamilton-Wentworth District School Board* advises:

> "Please be advised that upon circulation of the above noted plan, the Hamilton-Wentworth District School Board objects to the deletion of such walkway, Schools have advised that a significant number of students access this walkway for both elementary and secondary school travel purposes. Any proposed closure would impact on a student's safe route to school."

Upon request for further information on the schools affected, the Board verbally provided the following information:

At least three schools will be affected by increased walking distances, including the following.

Mountview (K-5) - This school is located on Karen Crescent, in the Mountview Neighbourhood. Children do not walk from the Fessenden Neighbourhood to Mountview; however, they do walk to bus stops in the vicinity of the walkway. The Board feels their walk to bus stops would be affected.

Chedoke (6-8) – This school is located on Bendamere Avenue, in the Westcliffe East Neighbourhood. Children walk from Fessenden neighbourhood to Chedoke School. There are approximately 54 students walking from the area south of Mohawk Road. The Board feels they would be affected by the walkway closure.

Sir Allan MacNab - This secondary school is located within the Fessenden Neighbourhood on Magnolia Drive. The school principal has conducted two surveys of students, and estimates between 250 and 260 students use the walkway daily and would be affected by the closure.

In addition, there are approximately 130 students who live in the Fessenden area that go to other schools. Some of these children might be walking, or accessing the public transit stop at Hadeland Avenue and Upper Paradise Road. The board expects some of these children would be affected.

The *Hamilton-Wentworth Regional Police Service, Division Three Crime Analyst* advises as follows:

"In response to your request, a review of the walkway located in the Fessenden Neighbourhood has been completed.

An internal records search was conducted for the 1998 year period. One reported incident relating to the walkway was identified; occurrence May 1998. The incident involved loitering disorderly youths.

A sight inspection was conducted on March 5, 1999. In my opinion the walkway is not essential to the neighbourhood and can be considered unsafe for use by children and women especially during night time hours.

I also conducted an internal scan for additional opinions from a police perspective. There was overwhelming support in my opinion regarding the safety risks for both users. Additionally concerns were raised regarding the opportunity the walkway provided for criminals to evade police patrols in the neighbourhood.

The Neighbourhood Crime Report for the Fessenden Neighbourhood shows a 47% reduction in crime in this neighbourhood during 1998 from 1997. A copy of this report (and instructions) is included with this letter. I believe that the closure of this walkway will increase the quality of the neighbourhood and reduce overall safety risks."

Public Participation

Public Meeting

On February 17, 1999, a Public Information meeting was held to consider the walkway closure. Notices were sent to residents and owners in the vicinity of the walkway. The following is a summary of the concerns and issues discussed at the meeting:

Residents opposed to the closure:

- Frequent neighbourhood use for travel to schools, shopping, buses and park. The walkway provides an important link (e.g. to the park).
- The City should concentrate on enforcement, policing and maintenance rather than closure.
- City should install lighting.
- Concerns respecting safety, loitering, crime, vandalism, etc. are larger Neighbourhood issues not unique to the walkway.
- This walkway closure may set a precedence for other walkway closures.
- Abutting residents were aware of the walkway when they purchased their homes.

Residents in favour of the closure:

- Poor maintenance and drainage of the walkway.
- The walkway is not used frequently.
- The walkway is narrow, has poor lighting and visibility, and is a safety problem.
- There is a lack of police attention, and problems with crime and loitering.
- There are negative impacts/nuisances on area residents, such as flooding, noise, litter, reduced privacy, etc.
- The public transit objection is based on a guideline only (e.g. 400 m).
- There is fear of vandalism and property damage.
- The walkway closure would not result in much additional walking distance for pedestrians, a minor inconvenience.
- Poor visibility for pedestrians and cyclists entering and exiting walkway.

At the public meeting, 4 parties were in favour of the walkway closure, 3 parties were opposed to the closure and 2 parties were neither in favour or opposed.

Written Comments/Submissions

In total, 11 letters and comment sheets were submitted. Comments in favour or opposed to the walkway closure were similar to the issues discussed at the public meeting, as noted above.

Four respondents in favour of the walkway closure:

11 Forestgate Drive
15 Forestgate Drive
23 Forestgate Drive
27 Forestgate Drive

Seven respondents opposed to the walkway closure:

3 Forestgate Drive
7 Forestgate Drive
20 Forestgate Drive
51 Forestgate Drive
63 Forestgate Drive
240 Wendover Drive
244 Wendover Drive

Summary of Public Participation

As can be seen above, more participants at the public meeting were in favour of closing the walkway (4 vs. 3). However, more written submissions were received in opposition to closing the walkway (7 vs. 4).

Pedestrian Count

One of the issues discussed at the Public Meeting was the frequency of pedestrian use of the walkway. Some residents suggested that the walkway is not well used, whereas others suggested it is used frequently. To provide a more accurate measure of pedestrian traffic, the City of Hamilton Department of Public Works and Traffic undertook a pedestrian count of the walkway on February 26, 1999. The results of the study are attached as APPENDIX "B". The counts were taken during three peak periods: morning; lunch; and late afternoon/early evening. The results show that a total of 101 pedestrians used the walkway during the peak periods on the day of the study.

PLANNING ANALYSIS

The following are the advantages and disadvantages associated with closing the walkway.

Advantages

- Closure would address neighbourhood concerns regarding safety and visibility for pedestrians using the walkway, as well as fears of vandalism and crime occurring in the walkway. Closure would also eliminate nuisances and negative impacts on abutting property owners resulting from noise, littering, loitering, and drainage.

- The walkway poses safety risks for users, specifically for children and women, and especially during night time hours. In addition, the walkway provides an opportunity for criminals to evade police patrols (i.e. by providing a dark escape

route and hiding place). Police Services comment that closure of the walkway would increase the quality of the neighbourhood and reduce safety risks.

- Safe alternative pedestrian routes are available on municipal sidewalks. Furthermore, the additional distance for pedestrians walking from Forestgate Drive to Wendover Drive would not be increased significantly (i.e. approximately 183 m/600 ft.).

Disadvantages

- The closure may have a negative impact on public transit use, since distances would be increased to over 400 m for 20 dwellings on Forestgate Drive.

- The closure may adversely affect a significant number of elementary and secondary school students who access the walkway for travel to school or bus stops.

- A pedestrian count undertaken by the City suggests that the walkway is well used by the Neighbourhood.

In addition to the above, as noted previously, one of the issues with regard to walkways is the lack of lighting. According to the Public Works Department, the provision of lighting within narrow walkways can be difficult due to the restricted area in which to install poles and underground ducts. Furthermore, lighting in walkways can have negative impacts on the privacy and enjoyment of abutting property owners (i.e. light overflowing into rear yards and rear windows). Lower pedestrian oriented lighting can be used to alleviate these impacts; however, the City's experience is that such lighting is subject to vandalism. In addition, there would be costs associated with the installation and maintenance of lighting within walkways. Based on the foregoing, the provision of lighting within the walkway is not recommended as a solution.

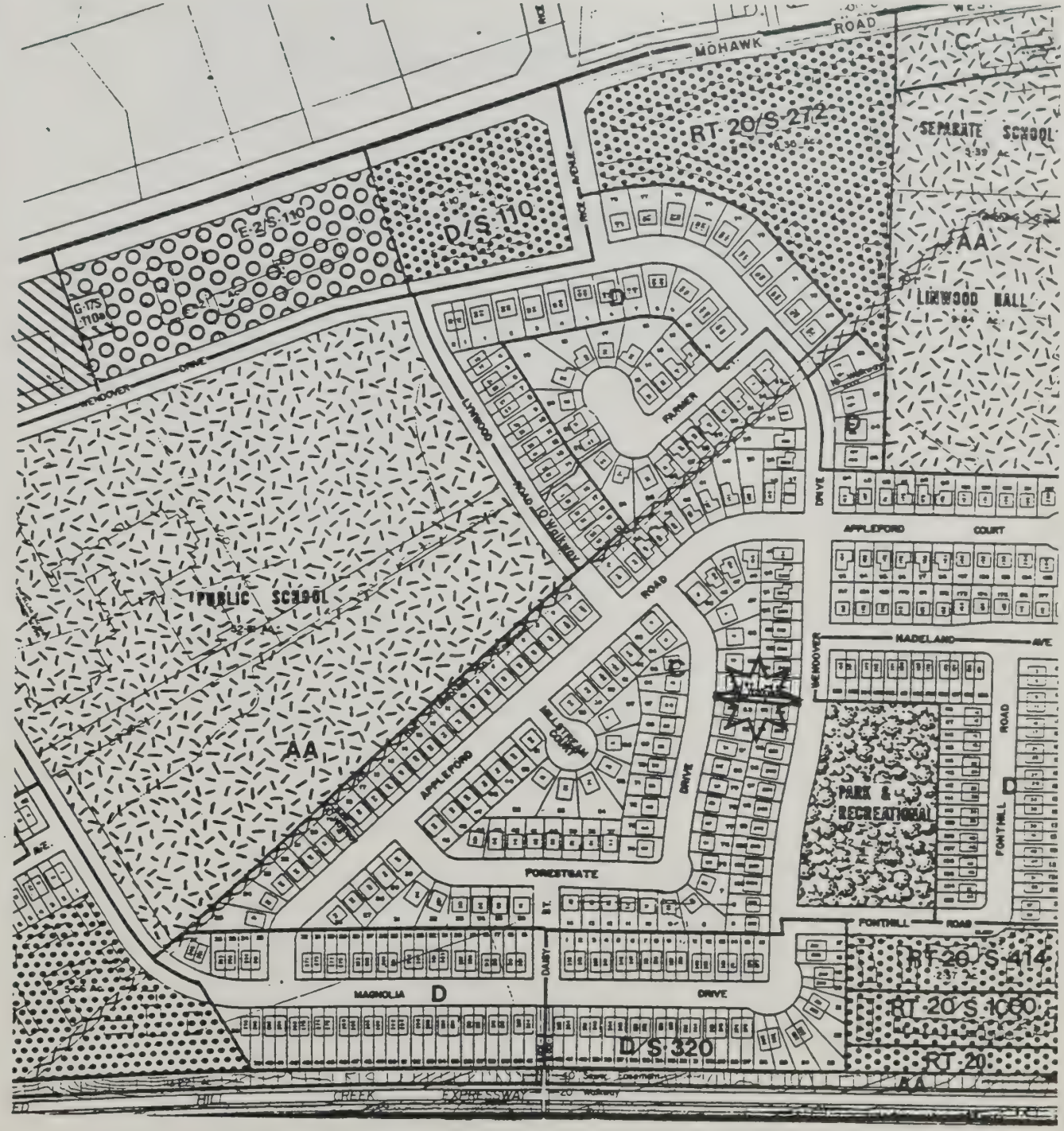
As can be seen from the planning analysis and public participation, closure of the walkway presents both advantages and disadvantages. However, as noted by the Police Services, safety of this walkway is a significant consideration, especially for women and children. Also, the installation of lighting is not a feasible solution to the safety issue. On the other hand, should the walkway be closed, the increased distance for pedestrians, including school children and public transit users, would not be significant. Furthermore, the alternative routes would be on well maintained and lit municipal sidewalks. Consequently, it is felt the advantages to closing the walkway outweigh the disadvantages.

CONCLUSION

Based on the foregoing, it is recommended the walkway be deleted from the Approved Fessenden Neighbourhood Plan.

CLM

cc Carolyn Biggs, Secretary, Transport and Environment Committee





City of Hamilton

PLANNING AND DEVELOPMENT DEPARTMENT

Location Map

Legend

Proposed Neighbourhood Plan Amendment to delete walkway.

Reference file:	PS-2-46
Scale	Not to Scale
Date	Nov. 98
Technician:	K.E.

North

APPENDIX A

1999 February 26

Fessenden Neighbourhood

Pedestrian Walkway

Wendover Drive to Forestgate Drive

Time		Pedestrians		
		E to W	W to E	Total
7:00	to 7:15	0	0	0
7:15	to 7:30	0	0	0
7:30	to 7:45	1	0	1
7:45	to 8:00	0	2	2
8:00	to 8:15	1	1	2
8:15	to 8:30	14	2	16
8:30	to 8:45	9	0	9
8:45	to 9:00	0	0	0
11:00	to 11:15	0	0	0
11:15	to 11:30	0	2	2
11:30	to 11:45	0	1	1
11:45	to 12:00	0	1	1
12:00	to 12:15	1	0	1
12:15	to 12:30	0	2	2
12:30	to 12:45	0	1	1
12:45	to 1:00	0	0	0
2:30	to 2:45	0	2	2
2:45	to 3:00	2	0	2
3:00	to 3:15	0	16	16
3:15	to 3:30	0	17	17
3:30	to 3:45	0	4	4
3:45	to 4:00	0	3	3
4:00	to 4:15	0	0	0
4:15	to 4:30	0	1	1
4:30	to 4:45	2	2	4
4:45	to 5:00	0	2	2
5:00	to 5:15	0	6	6
5:15	to 5:30	0	6	6
Total		30	71	101

Prepared by the Dept. of Public Works & Traffic

EWS

APPENDIX B

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, April 19, 1999
9:30 o'clock a.m.
Council Chambers, City Hall

AGENDA:

A. **ADOPTION OF THE MINUTES**

Adoption of the minutes of the Transport and Environment Committee meeting held March 1, 1999

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) No. 23 Augusta Street – Request for a Reserved "Permit Parking" Space for a Disabled Resident

(b) Cannon Street East, between Kenilworth Avenue North and Ottawa Street North – Parking Regulations

(c) No. 21 Carrick Avenue – Request for a Reserved "Permit Parking" Space for a Disabled Resident

(d) No. 293 Catharine Street North – Request for a reserved "Permit Parking" Space for a Disabled Resident

(e) No. 302 Catharine Street North – Request for a Reserved "Permit Parking" Space for a Disabled Resident

(f) Apartment Building at No. 122 Charles Street – Application for a Time Limit Exemption Permit

(g) No. 383 Fairfield Avenue – Request for a Reserved "Permit Parking" Space for a Disabled Resident

(h) No. 67 Francis Street – Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(i) Glennie Avenue, between Britannia Avenue and the southerly end – Parking Regulations

(j) Amcan Castings Limited, 10 Hillyard Street – Parking Regulations

(k) No. 323 Jackson Street West – Request for a Reserved "Permit Parking" Space for a Disabled Resident

(l) No. 136 Julian Avenue – Request to Remove an Existing "Permit Parking" Regulation

(m) Apartment Building at No. 972 King Street West – Application for a Time Limit Exemption Permit

(n) No. 275 Paling Avenue – Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(o) Pearson Drive – Parking Regulations

(p) Poulette Street, between Hunter Street West and Melbourne Street – Parking Regulations

(q) No. 34 Strachan Street West – Request for a Reserved "Permit Parking" Space for a Disabled Resident

(r) No. 21 Vansitmart Avenue – Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(s) No. 14 Wexford Avenue North – Request for a Reserved "Permit Parking" Space for a Disabled Resident

ii. **Intersection Control**

(a) Intersection of Behan Street and Brendan Court – Intersection Control

(b) Intersection of Benjamin Drive and Theodore Drive – Intersection Control

(c) Intersections of Corinaldo Drive and Fano Drive – Intersection Control

(d) Intersection of Dunkirk Drive and Ferndale Avenue – Intersection Control

(e) Intersection of Jeremy Street and Chipman Avenue – Intersection Control

iii. **Miscellaneous**

(a) Ferguson Avenue North and Wilson Street – School Crossing Guard Request

(b) Supply of Pedestrian Signal Heads, Vehicle Signal Heads and Pedestrian Pushbuttons

(c) Supply and Delivery of Traffic Sign Posts and Hardware

(d) Supply and Delivery of Traffic Signal Controllers

(e) James Street North between Barton Street and Murray Street – Parking Meter Duration

(f) Rosslyn Avenue North, north of Main Street East – Parking Meter Duration

(g) St. Michael's School, 135 Hester Street – Request for a School Bus Loading Zone

(h) Dowsar Marine Supplies, 522 James Street North – Request to Revise the Hours of a Loading Zone

(i) West Side of Locke Street South, between Bold Street and Melbourne Street – Request to Remove a Loading Zone

(j) Royal Tavern, 94 MacNab Street North – Request for a Loading Zone

(k) No. 82 Pearl Street North – Request to Remove a Wheelchair Loading Zone

(l) Lotus Avenue, west of Upper James Street – Driveway Clearance

(m) 1809 Upper Wentworth Street – Driveway Clearance

(n) Dundurn Street South and Aberdeen Avenue – Turn Restriction

(o) Appointment of Parking Control Officers

(p) Neighbourhood Watch Program for the Strathcona Neighbourhood

(q) Cannon Bus Route – Bus Stop Relocations

C. **GENERAL MANAGER OF COMMUNITY PLANNING AND DEVELOPMENT COMMISSIONER OF PUBLIC WORKS**

(a) 1999 Servicing Expenditures Related to Subdivisions

D. **COMMISSIONER OF TRANSPORTATION, OPERATIONS AND ENVIRONMENT**

(a) To incorporate Certain City Land into Various Streets by By-Laws

Monday, March 1, 1999
9:30 o'clock a.m.
Room 233, City Hall

A.

The Transport and Environment Committee met.

There were present:
Alderman C. Collins, Chairman
Alderman D. Wilson, Vice-Chairman
Alderman M. Kiss
Alderman A. Horwath
Alderman B. Morelli
Alderman T. Jackson
Alderman T. Anderson

Absent:
Mayor R. M. Morrow
Alderman F: D'Amico

Also Present:
B. Price, Hamilton Safety Council
D. Lobo, Commissioner of Public Works and Traffic
M. Hazell, Public Works and Traffic Department
R. Meiers, Public Works and Traffic Department
G. Aston, Regional Transportation Department
K. Nutley, Real Estate Division, Corporate Services
C. Biggs, Acting Secretary

1. **CONSENT AGENDA**

A. **ADOPTION OF THE MINUTES**

(i) The minutes of the Transport and Environment Committee meeting held February 1, 1999 were adopted as circulated to the Committee Members.

(ii) The minutes of the Special Transport and Environment Committee meeting held February 1, 1999 were adopted as circulated to the Committee Members.

B. **COMMISSONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) **No. 28 Case Street**
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated January 28, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of Case Street commencing at a point 69 feet west of Ruth Street and extending to a point 24 feet westerly therefrom, and on the north side of Case Street commencing at a point 170 feet west of Ruth Street and extending to a point 23 feet westerly therefrom, be removed and that the City of Hamilton Traffic By-law 89-72 be amended accordingly.

(b) **No. 16 Niagara Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated February 5, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Niagara Street commencing at a point 153 feet north of Munroe Street and extending to a point 20 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Muriel Clemons, 16 Niagara Street.

(c) **No. 139 Albany Avenue**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated February 1, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Albany Avenue commencing at a point 242 feet east of Harmony Avenue and extending to a point 17 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Ann Keans, 139 Albany Avenue.

(d) **No. 145 Ferrie Street East**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated February 1, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Ferrie Street East commencing at a point 286 feet east of Mary Street and extending to a point 16 feet easterly therefrom; and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. John Chaika, 145 Ferrie Street.

(e) **No. 438 MacNab Street North**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated February 11, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of MacNab Street North commencing at a point 56 feet north of Macauley Street West and extending to a point 18 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Joan Carubba, 438 MacNab Street North.

(f) **No. 103 Gertrude Street**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated February 12, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Gertrude Street commencing at a point 78 feet east of Rowanwood Street and extending to a point 20 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Richard Keast, 103 Gertrude Street.

(g) **No. 79 Royal Avenue**
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated February 15, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of Royal Avenue commencing at a point 231 feet west of Emerson Street and extending to a point 24 feet westerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly

(h) **No. 308 Cope Street**
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated February 17, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Cope Street commencing at a point 40 feet south of Barton Street East and extending to a point 19 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Beverly Lutz, 308 Cope Street.

(i) **No. 204 Locke Street North**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated February 17, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Locke Street North commencing at a point 68 feet south of Barton Street West and extending to a point 24 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Melanee McAulay, 204 Locke Street North.

(j) **Greenshire Drive between Stanlow Crescent and Glenayr Street**

The Committee was in receipt of a report dated February 9, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a full-time "No Parking" regulation be implemented on the south and east sides of Greenshire Drive commencing 135 feet south of Stanlow Crescent and extending to a point 119 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(k) **Albright Road and Harrisford Drive adjacent to St. Luke School**

The Committee was in receipt of a report dated February 9, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "School Bus Loading Zone, 11:00 a.m. to 2:00 p.m., Monday to Friday" regulation on the east side of Harrisford Drive commencing at a point 165 feet south of Albright Road and extending 36 feet southerly be removed; and,

(b) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Albright Road commencing at a point 175 feet east of Harrisford Drive and extending 67 feet easterly; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

(l) **Bay Street North, between Strachan and Barton Streets West**

The Committee was in receipt of a report dated February 10, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" regulation on the west side of Bay Street North between Strachan Street West and Barton Street West be removed, and that the City Traffic By-law 89-72 be amended accordingly.

(m) **North side Redfern Ave. from Sanatorium Road to Jewel Street**

The Committee was in receipt of a report dated February 11, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing by-law entry providing for a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the north side of Redfern Avenue from Sanatorium Road to Jewel Street be revised such that the regulation is in effect from 8:00 a.m. to 8:00 p.m., Monday to Friday, and that the City of Hamilton Traffic By-law 89-72 be amended accordingly.

(n) **Herkimer Street, west of Locke Street South**

The Committee was in receipt of a report dated February 16, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Herkimer Street commencing 92 feet west of Locke Street South and extending to a point 403 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(o) **Caroline Street South, between King Street West and Hunter Street West**

The Committee was in receipt of a report dated February 16, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That two-hour parking meters be installed on the west side of Caroline Street South, from King Street West to Main Street West and from 73 feet south of Main Street West to Hunter Street West; and,

(b) That the "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" (rush hour) regulation on the west side of Caroline Street South, from King Street West to Hunter Street West be removed; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

(p) **Lynbrook Drive and Rolston Drive adjacent to Westwood School**

The Committee was in receipt of a report dated February 17, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Rolston Drive commencing at a point 254 feet south of Miami Drive and extending 120 feet southerly be removed; and,

(b) That the existing "Wheel Chair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Lynbrook Drive commencing at a point 190 feet west of Rolston Drive and extending 25 feet westerly be removed; and,

(c) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Lynbrook Drive commencing at a point 175 feet west of Rolston Drive and extending 40 feet westerly; and,

(d) That the City Traffic By-law 89-72 be amended accordingly.

(q) **East 26th Street adjacent to Eastmount School**

The Committee was in receipt of a report dated February 17, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "Taxi Stand, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of East 26th Street commencing at a point 207 feet north of Queensdale Avenue and extending 80 feet northerly be removed; and,

(b) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of East 26th Street commencing at a point 284 feet north of Queensdale Avenue and extending 49 feet northerly; and,

(c) That a "Wheel Chair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of East 26th Street commencing at a point 157 feet north of Queensdale Avenue and extending 25 feet northerly; and,

(d) That the City Traffic By-law 89-72 be amended accordingly.

(r) **Hughson Street North between Macauley Street East and Picton Street East**

The Committee was in receipt of a report dated February 17, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the west side of Hughson Street North commencing at Macauley Street East and extending to a point 212 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

(s) **South side of Rebecca Street, east of Hughson Street North**

The Committee was in receipt of a report dated February 18, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the first two metered parking spaces on the south side of Rebecca Street, east of Hughson Street North, be replaced with a full-time "No Parking" regulation commencing at Hughson Street North and extending to a point 80 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

ii. **Intersection Control**

(a) **Intersection of Upper Wentworth Street and Vineburg Drive**

The Committee was in receipt of a report dated January 25, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That eastbound and westbound traffic on Vineburg Drive be required to stop for northbound and southbound traffic on Upper Wentworth Street, and that the City Traffic By-law 89-72 be amended accordingly.

(b) **Intersection of Richmond Street and Hill Street**

The Committee was in receipt of a report dated February 8, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That southbound traffic on Richmond Street be required to stop for eastbound and westbound traffic on Hill Street, and that the City Traffic By-law 89-72 be amended accordingly.

(c) **Intersection of Dicenzo Drive and Torino Drive**

The Committee was in receipt of a report dated February 9, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That southbound traffic on Torino Drive be required to stop for eastbound and westbound traffic on Dicenzo Drive, and that the City Traffic By-law 89-72 be amended accordingly.

iii. **Miscellaneous**

(a) **Amendments to By-laws 89-72, 89-75 and 89-73**

The Committee was in receipt of a report dated January 26, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the general penalty provisions within the City of Hamilton Traffic By-laws 89-72, 89-75 and 89-73 be amended such that any person who contravenes any provision of these by-laws is guilty of an offence and is subject to a penalty as provided for under the *Provincial Offences Act.*

(b) **No. 10 Ferndale Avenue**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated February 5, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a full-time "Wheelchair Loading Zone" regulation be implemented on the west side of Ferndale Avenue commencing at a point 110 feet south of Dunkirk Drive and extending to a point 28 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(c) **No. 267 West 2nd Street**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated February 9, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 8:00 a.m. to 10:00 p.m., Monday to Friday" regulation be implemented on the east side of West 2nd Street commencing at a point 185 feet north of Wembley Road and extending to a point 28 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(d) **No. 161 Berkindale Drive**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated February 23, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Berkindale Drive commencing at a point 193 feet north of Bellamy Road and extending to a point 26 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(e) **School Bus Loading Zone on Britannia Avenue adjacent to Holy Family School**

The Committee was in receipt of a report dated February 9, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Britannia Avenue commencing at a point 20 feet west of the west curb line of Alice Street and extending 70 feet westerly, and that the City Traffic By-law 89-72 be amended accordingly.

(f) **School Bus Loading Zone on Colcrest Street adjacent to St. Agnes School**

The Committee was in receipt of a report dated February 10, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Colcrest Street commencing at a point 118 feet east of the east curb line of Seabrooke Drive and extending 40 feet easterly be extended a further 58 feet easterly, and that the City Traffic By-law 89-72 be amended accordingly.

(g) **No. 27 Mons Avenue – Request to Remove a "No Stopping, Wheelchair Loading Zone"**

The Committee was in receipt of a report dated February 12, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping, Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the north side of Mons Avenue, commencing at a point 48 feet east of Avondale Avenue and extending to a point 20 feet easterly therefrom, be removed, and that the City Traffic By-law 89-72 be amended accordingly.

(h) **Brigade Drive at Byng Street – Corner Clearances**

The Committee was in receipt of a report dated February 12, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" corner clearance be implemented on the north side of Brigade Drive commencing at a point 41 feet west of the west curb line of Byng Street and extending to a point 134 feet easterly, and that the City Traffic By-law 89-72 be amended accordingly.

iii. **Public Works Division**

(i) **Appointment of Municipal Weed Inspectors**

The Committee was in receipt of a report dated February 2, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Director of Legal Services and Corporate Counsel be authorized to draft the appropriate by-law, appointing Municipal Weed Inspectors under The Weed Control Act, to permit the appointment of the following 23 inspectors:

R. Aldridge	J. Dodman	D. Pierce
P. Booker	A. Dore	A. Polowy
R. Boutcher	R. Duckworth	J. Pook
J. Bovaird	C. Gibbs	S. Taylor
D. Boyer	R. Guenther	P. Tompkins
R. Campanella	C. Manning	J. Turner
S. Capostagno	J. McShane	R. Yanke
R. Del Conte	T. Perry	

(b) That By-Law 95-057 be repealed.

(j) **The Hess Village Pedestrian Mall Authority – Outdoor Boulevard Café Agreement and Encroachment Fee Formula**

The Committee was in receipt of a report dated January 28, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved following amendments to the Two Party Outdoor Boulevard Cafe Agreement:

That the words, "or tenant/lessee" be added following the word, "owner" in the first line of the first paragraph on Page 1 of the agreement and in the first line of the first paragraph on Page 2 of the agreement.

That following the signature of the applicant on Page 6 of the Agreement, the following be added:

"In the event that the applicant herein is the tenant of the property, the registered owner of the property shall consent to and agree to be bound by the provisions herein."

and that the signature of the Registered Owner be required.

Subsequently, the Committee approved the following recommendation, as amended:

(a) That the Hess Village Pedestrian Mall Authority's proposed formula for an Outdoor Boulevard Café encroachment fee as follows, be approved:

6/12 of market value per square foot x 10% = amount per square foot to be charged; and,

(b) That the Hess Village Pedestrian Mall Authority's proposed Outdoor Boulevard Café Agreement, attached as Appendix "A", be approved.

iv. **City Engineer**

(a) **Proposed Roadway Alteration of Delawana Drive, west of Centennial Parkway and Centennial Parkway, south of Delawana Drive**

The Committee was in receipt of a report dated February 18, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the proposed alteration of Delawana Drive from approximately 70 meters west of Centennial Parkway to approximately 30 meters west of Fairington Crescent be advertised under Section 300 of the Municipal Act being Chapter M.45 of the Revised Statutes of Ontario 1990; and,

(b) That the proposed alteration of Centennial Parkway from approximately 50 meters south of Delawana Drive to approximately 40 meters north of Vineyard Road be advertised under Section 300 of the Municipal Act being Chapter M.45 of the Revised Statutes of Ontario 1990; and,

(c) That the necessary Road Alteration By-law be prepared by the Commissioner of Public Works and Traffic in a form satisfactory to the Municipal Solicitor and advertised by the Municipal Clerk; and,

(d) That the Cadillac Fairview Corporation Limited be responsible for all costs relating to these roadway alterations on Centennial Parkway and Delawana Drive; and,

(e) That the Cadillac Fairview Corporation Limited be required to enter into an appropriate agreement with the City of Hamilton for these road works in a form satisfactory to the Municipal Solicitor; and,

(f) That the Cadillac Fairview Corporation Limited be advised of these actions.

C. **GENERAL MANAGER, COMMUNITY PLANNING AND DEVELOPMENT DIVISION/COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

(a) **1999 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated January 26, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated costs of services in

"CORNERSTONE ESTATES", Hamilton

City's share – NIL -, Owner's share $ 202,501.49

"EFFORT GARDENS – PHASE 2", Hamilton

City's share $ 53,793.37, Owner's share $ 39,143.50

"TIFFANY – PHASE 3", Hamilton

City's Share $ 56,927, Owner's Share $ 418,085; and,

(b) That the Mayor and Municipal Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Cornerstone Estates", "Effort Gardens – Phase 2" and "Tiffany – Phase 3", Hamilton as well as and any other related documents for these Subdivisions subject to the approval of the Director of Legal Services and Corporate Counsel; and,

(c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered; and,

(d) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered the owner should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing; and,

(e) That the City's share of services in "Effort Gardens – Phase 2" ($53,793.37) and "Tiffany – Phase 3" ($56,927) be approved and that the Finance and Administration Committee recommend the source of funding.

(b) **City of Hamilton's "Flat Rate Fee" for Recovery of Servicing Costs Associated with 0.30 metre Reserves**

The Committee was in receipt of a report dated February 16, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the City's "Flat Rate Fee" for recovery of outstanding municipal servicing costs associated with 0.30 metre reserves, be adjusted from the present rate of $ 337.00 per metre of property frontage and/or flankage to $ 373 per metre of property frontage and/or flankage for 1999; and,

(b) That the revised "Flat Rate Fee" be applied to all costs recovered in 1999 along 0.30 metre reserves after adoption of the proposed rate in sub-section (a) above.

D. GENERAL MANAGER OF CORPORATE SERVICES

i. **Real Estate Division**

(a) **Declaration of Surplus Property – 14 Cheever Street**

The Committee was in receipt of a report dated February 15, 1999 from the General Manager of Corporate Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That 14 Cheever Street, Car Park 46B be declared surplus to the requirements of the City of Hamilton in accordance with Real Property Sales Procedural By-law 95-049; and,

(b) That the Real Estate Division be authorized and directed to sell this property in accordance with the Real Property Sales Procedural By-law 95-049.

(b) **Declaration of Surplus Properties**

The Committee was in receipt of a report dated February 15, 1999 from the General Manager of Corporate Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following properties be declared surplus to the requirements of the City of Hamilton in accordance with the Real Property Sales Procedural By-law 95-049:

(i) 573-575 York Boulevard; and,

(ii) North/south alleyway from Glenfern Avenue to Amelia Street, and east/west alleyway from the west limit of the north/south alleyway to approximately 41 feet east; and,

(iii) Unopened road allowance, Cathcart Street from Barton Street southerly to the existing chain link fence 38.5 metres north of Robert Street, 38.5 metres north of Robert Street and east/west alleyway, south of Barton Street from Cathcart Street easterly for 13.79 metres; and,

(b) That the Real Estate Division be authorized and directed to sell these properties in accordance with the Real Property Sales Procedural By-law 95-049.

E. ACTING SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Items

The Committee was in receipt of an information report dated March 1, 1999 from the Acting Secretary, Transport and Environment Committee.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports that were previously distributed to the Transport and Environment Committee, be received:

Date	*From*	*Subject*	*Date Distributed*
January 21/99	Commissioner of Public Works and Traffic	Parking for Services in Kind	January 27/99
January 26/99	Commissioner of Public Works and Traffic	Proposed Canadian Pacific Rail Yard Providers – Impact on the operation of the intersection of Aberdeen Avenue and Longwood Road South	January 27/99
February 5/99	Commissioner of Public Works and Traffic	Proposed 1999 Hot-in-Place Asphalt Recycling Programme	February 8/99

2. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

PUBLIC WORKS DIVISION

Snow Clearing Charges – Commercial Properties

The Committee was in receipt of a report dated February 10, 1999 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That as per By-law 86-77, the Commissioner of Public Works and Traffic be authorized to clear snow from commercial properties 24 hours after a snowfall, regardless if it has started to snow again; and,

(b) That courtesy notices be given by the Department of Public Works and Traffic at the time of the event, or previous to the day, based on the history of the property.

Note: Alderman C. Collins and Alderman A. Horwath recorded opposed.

3. **OTHER BUSINESS**

(a) **Correspondence – City Council – Placement of all Utility Wires and Cables Underground**

The Committee was in receipt of correspondence dated December 10, 1999 from the Municipal Clerk.

The Committee approved that this item be received.

(b) **Correspondence – Planning and Development Committee – Site Plan Control Application DA-98-44 for the expansion of the existing Fortino's grocery store at Eastgate Square (75 Centennial Parkway North)**

The Committee was in receipt of correspondence dated February 16, 1999 respecting the subject matter.

The Committee approved that this item be tabled.

(c) **Correspondence – City Council – Vendor Program for Street Locations – Authority to Issue Request for Proposals**

The Committee was in receipt of correspondence dated January 27, 1999 from the Municipal Clerk respecting the subject matter.

The Committee approved the following recommendation, as amended:

(a) That the Commissioner of Public Works and Traffic be authorized to finalize and issue a Request for Proposals to solicit vendor operators for approved locations based on a term of three years commencing 1999; and,

(b) That the following locations be approved for vendor operations:

One vendor at:
Southwest corner – James Street and King Street West
Stelco Tower (north side of King Street West)
City Hall forecourt
Court House (between Hughson St. and John St. S.)
Northeast corner – King St. W. and Bay St. at Standard Life Building
Southeast corner – Bay and York Streets; and,

(c) That a Review Committee comprised of the Commissioner of Public Works and Traffic (or designate), the Special Events Liaison Officer and Purchasing Division representative be authorized to receive and review submissions using evaluation criteria attached to this report and dated November 1998 and recommend vendor operators for consideration by the Transport and Environment Committee, exclusive of the HECFI/Copps Coliseum locations; and,

(d) That the General Manager, Finance, be requested to ensure that appropriate accounting procedures are in place for the program; and,

(e) That a draft agreement be prepared in a form satisfactory to the Director of Legal Services and Corporate Counsel for recommendation by the Review Committee.

Note: Alderman C. Collins and Alderman D. Wilson recorded opposed.

4. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken and read and approved

ALDERMAN CHAD COLLINS, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Carolyn Biggs
Acting Secretary
March 1, 1999

/mjw

Appendix "A" as referred to in
Section 32 of the Third Report
of the Transport and Environment
Committee for 1999

DATED:

THE HESS VILLAGE PEDESTRIAN MALL AUTHORITY

- and -

(insert name of applicant)

TWO PARTY

OUTDOOR BOULEVARD CAFE AGREEMENT

ADDRESS:

THIS AGREEMENT made this day of , 19

BETWEEN:

THE HESS VILLAGE PEDESTRIAN MALL AUTHORITY

(hereinafter called "The Mall Authority")

OF THE FIRST PART

-and-

(insert name of applicant)

(hereinafter called "the Applicant")

OF THE SECOND PART

WHEREAS the Applicant is the registered owner or tenant/lessee of the property known municipally as (insert municipal address, Hamilton, Ontario) in The Hess Village Pedestrian Mall Authority, more particularly described in Schedule "A" attached hereto;

AND WHEREAS the Applicant carries on the business of a restaurant at the above address;

AND WHEREAS By-law 80-183 of the Corporation of The City of Hamilton entrusts to The Hess Village Pedestrian Mall Authority, the maintenance, control, operation and management of "The Hess Village Pedestrian Mall" and, states that no person shall use any part of the pedestrian mall or way for commercial or business purposes without first obtaining a permit from The Hess Village Pedestrian Mall Authority and, every applicant for a permit shall make an application in writing to the Authority on a form provided by the Authority and shall pay the Authority the rates prescribed by the Authority and approved of by the Council of The Corporation of the City of Hamilton.

NOW THEREFORE the parties hereto covenant and agree as follows:

1. That the Applicant, being the registered owner or tenant/lessee of the premises known municipally as (**insert municipal address, Hamilton, Ontario**) may during the pleasure of The Hess Village Pedestrian Mall Authority, operate an outdoor boulevard cafe from April 1st to October 31st inclusive of each year on the lands being part of the road allowance (**insert street name, Hamilton, Ontario**) and may place and maintain the encroachment of:

   (a) a boulevard cafe measuring (**describe nature of encroachment**)

   (hereinafter referred to collectively as "the works") as shown on a sketch attached hereto as Schedule 'B', but so as not to interfere with the free and safe passage of persons and vehicles using the said road allowance.

2. This Agreement is subject to the rights of the Hess Village Pedestrian Mall Authority and the Corporation of the City of Hamilton and the Regional Municipality of Hamilton Wentworth to use the road allowance for their purposes as required.

3. All fees, costs and expenses due and payable by the Applicant to the Hess Village Pedestrian Mall Authority, or paid or incurred by the Hess Village Pedestrian Mall Authority under this Agreement, may in the event of default of such payment, be recovered by the Hess Village Pedestrian Mall Authority by distraint or lawsuit and the Hess Village Pedestrian Mall Authority may in addition, thereupon terminate this Agreement as provided in paragraph 11 herein.

4. The Appicant shall pay a first year fee of $_____ to the Hess Village Pedestrian Mall Authority. Payment will be made 50% by June 30 of the first year and 50% by September 30 of the first year.

5. The Applicant shall pay to the Hess Village Pedestrian Mall Authority a yearly fee every year during the currency of this Agreement the annual sum or fee of $ ____ _(representing 6/12 of the annual fee from April 1st to October 31st), or such sum or fee as may be determined by the Hess Village Pedestrian Mall Authority from time to time, through payments of 50% of the fee by June 30 and 50% of the fee by September 30.

6. The Applicant shall and does hereby at all times covenant to indemnify and save harmless the Hess Village Pedestrian Mall Authority and the Corporation of the City of Hamilton, from and against all actions, causes of action, interests, claims, demands, costs, damages, expenses, or loss howsoever arising which the Hess Village Pedestrian Mall Authority and/or the Corporation of the City of Hamilton, or either of them, may bear, suffer or be put to by reason of any damage to property, injury or death to any person as a result of the privilege herein allowed to the Applicant. At the time of the execution of this Agreement, the Applicant shall deliver to the

Hess Village Pedestrian Mall Authority an endorsement from its commercial general liability insurance policy confirming that the Hess Village Pedestrian Mall Authority and the Corporation of the City of Hamilton have been named as additional insureds for third party bodily injury and property damage arising out of the granting of the privilege set out in this Agreement to a limit of not less than Three Million Dollars ($3,000,000) or such other amount that may be required by the Hess Village Pedestrian Mall Authority from time to time. Or, if the Applicant is serving liquor, the insurance certificate shall also include Five Million Dollars ($5,000,000) of coverage including liquor license liability insurance indemnifying the Hess Village Pedestrian Mall Authority and the Corporation of the City of Hamilton. This policy or policies shall include a cross-liability and waiver of subrogation clause in respect of each named insured and shall be kept in force by the Applicant during the term of this Agreement. Upon written request by the Hess Village Pedestrian Mall Authority, the Applicant shall forthwith deliver to the Hess Village Pedestrian Mall Authority endorsements for the aforesaid policy current for that year.

7. In no case whatsoever shall compensation be payable to the Applicant for improvements (if any) to the road allowance.

8. (a) The Applicant shall at all times keep and maintain the works in a good and proper state of repair and safety.

(b) The Applicant shall remove all of their installations and cafe appurtenances related to the operation of the outdoor boulevard cafe from the road allowance during the period of November 1st to March 31st inclusive of each year and shall restore the road allowance to the satisfaction of the Hess Village Mall Authority.

9. Only the works herein authorized may be erected by the Applicant.

10. The design, construction and location of the said works shall be previously approved by the Hess Village Pedestrian Mall Authority and described in the Outdoor Boulevard Cafe Technical Design Specifications attached as Schedule 'C', and shall be erected and maintained in all respects by the Applicant to the approval of the Hess Village Pedestrian Mall Authority. The fact that the Hess Village Pedestrian Mall Authority shall have been satisfied with the design, location and construction shall in no way discharge or modify any liability or obligation of the Applicant that may arise from this Agreement.

11. If on the erection of the said works any act or thing shall be contrary to the order or direction of the Hess Village Pedestrian Mall Authority, or if any act or thing shall be done of which the Hess Village Pedestrian Mall Authority shall disapprove, or if in the opinion of the Hess Village Pedestrian Mall Authority the Applicant shall fail to maintain the said works in a safe condition, the Hess Village Pedestrian Mall

Authority shall verbally or in writing require the Applicant to alter or repair the same, and if same shall not be altered or repaired within forty-eight (48) hours after such requirement, or if the Applicant shall neglect or refuse to remove the said works or thing within thirty (30) days after notice to remove the same shall have been delivered or posted as mentioned in paragraph 18 of this Agreement, then and in any such case the Hess Village Pedestrian Mall Authority may cause the required work to be done either by its own servants or by some other person, and the cost of any such work may be recovered by the Hess Village Pedestrian Mall Authority as set out in paragraph 3 of this Agreement.

12. This Agreement may be terminated at any time by the Hess Village Pedestrian Mall Authority or the Applicant for any reason after the delivery to the other of written notice of its intention to terminate at least thirty (30) days prior to such termination.

13. Notwithstanding paragraph 12 of this Agreement, this Agreement will immediately terminate upon the Applicant ceasing to be the registered owner or tenant/lessee of the premises described in paragraph 1 herein.

14. Within thirty (30) days of the delivery by the Applicant to the Hess Village Pedestrian Mall Authority of notice of its intention to terminate this Agreement or upon receipt of such notice from the Hess Village Pedestrian Mall Authority, the Applicant shall 1remove the said works and restore the part of the road allowance occupied by the works to a condition acceptable to the Hess Village Pedestrian Mall Authority.

15. The Applicant shall observe and comply with all parliamentary and legislative enactments and with all By-laws and regulations of the Hess Village Pedestrian Mall Authority and the Corporation of the City of Hamilton, and all notices, orders and demands given by the Hess Village Pedestrian Mall Authority through its Chairman respecting the subject lands and the works thereon.

16. This Agreement is subject to all rights now or that may hereafter be vested in the Hess Village Pedestrian Mall Authority and the Corporation of the City of Hamilton, or any gas, telephone, telegraph, electric light, or other utility company, in respect of the care and improvement of the streets, the construction, repair, replacement, or removal of sewers, watermains, culverts, drains, water or gas pipes or the placing of poles or wires (herein called "services") therein. The Hess Village Pedestrian Mall and the Corporation of the City of Hamilton expressly reserves to themselves the right to construct services or permit services to be constructed therein. The Applicant shall not be entitled to any damages by reason of the exercise of the Hess Village Pedestrian Mall Authority's or the Corporation of the City of Hamilton's

rights contained in this paragraph and the Applicant shall, at his/her own expense, carry out such alteration of the works as the Chairman may direct.

17. No length of time or of enjoyment by the Applicant shall enure to give any right, title or interest to the Applicant or his successors in title, in the subject lands or to maintain the said works on, under, across or above, as the case may be, the said road allowance or shall deprive the Hess Village Pedestrian Mall Authority or the Corporation of the City of Hamilton by the operation of any limitation period or otherwise of any right to require the removal thereof and restoration of the road allowance.

18. Any notice to be given to the Hess Village Pedestrian Mall Authority shall be delivered or posted by prepaid registered mail addressed to:

The Hess Village Pedestrian Mall Authority
(insert The Mall Authority's address)
_____
_____
_____

or such other addresses as may hereafter be assigned.
Any notice to be given to the Applicant shall be delivered or posted by prepaid registered mail addressed to the Applicant at:

(insert Applicant's address)

If any question arises as to whether any notice was or was not communicated by one party to the other, it shall be deemed to have been effectively communicated or given on the day delivered or on the fifth (5th) day after it was mailed, despite any strikes, lockouts or other disruption of mail service, whichever is the earlier.

19. If any provision of this Agreement shall become illegal or unenforceable in whole or in part, the remaining provisions shall nevertheless be valid, binding and subsisting.

20. This Agreement shall be governed by the laws of the Province of Ontario and the laws of Canada applicable therein, and shall be treated in all respects as an Ontario contract.

SIGNED SEALED AND DELIVERED
in the presence of:

THE HESS VILLAGE PEDESTRIAN MALL AUTHORITY

_____
Chairperson

_____
signature of witness

_____
Vice-Chair

_____
Date

_____
print name & address of witness

Applicant:

_____

_____

_____
Date

In the event that the applicant herein is the tenant of the property, the registered owner of the property shall consent to and agree to be bound by the provisions herein.

Signed, Sealed:

_____
_____

Registered Owner:

_____
_____

Date:

_____

B(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 2
File No. TEC-080-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 23 Augusta Street – Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the north side of Augusta Street commencing at a point 69 feet west of Hughson Street South and extending to a point 26 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Linda MacRae, 23 Augusta Street.

Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. There will be a slight loss of revenue associated with the removal of one parking meter.

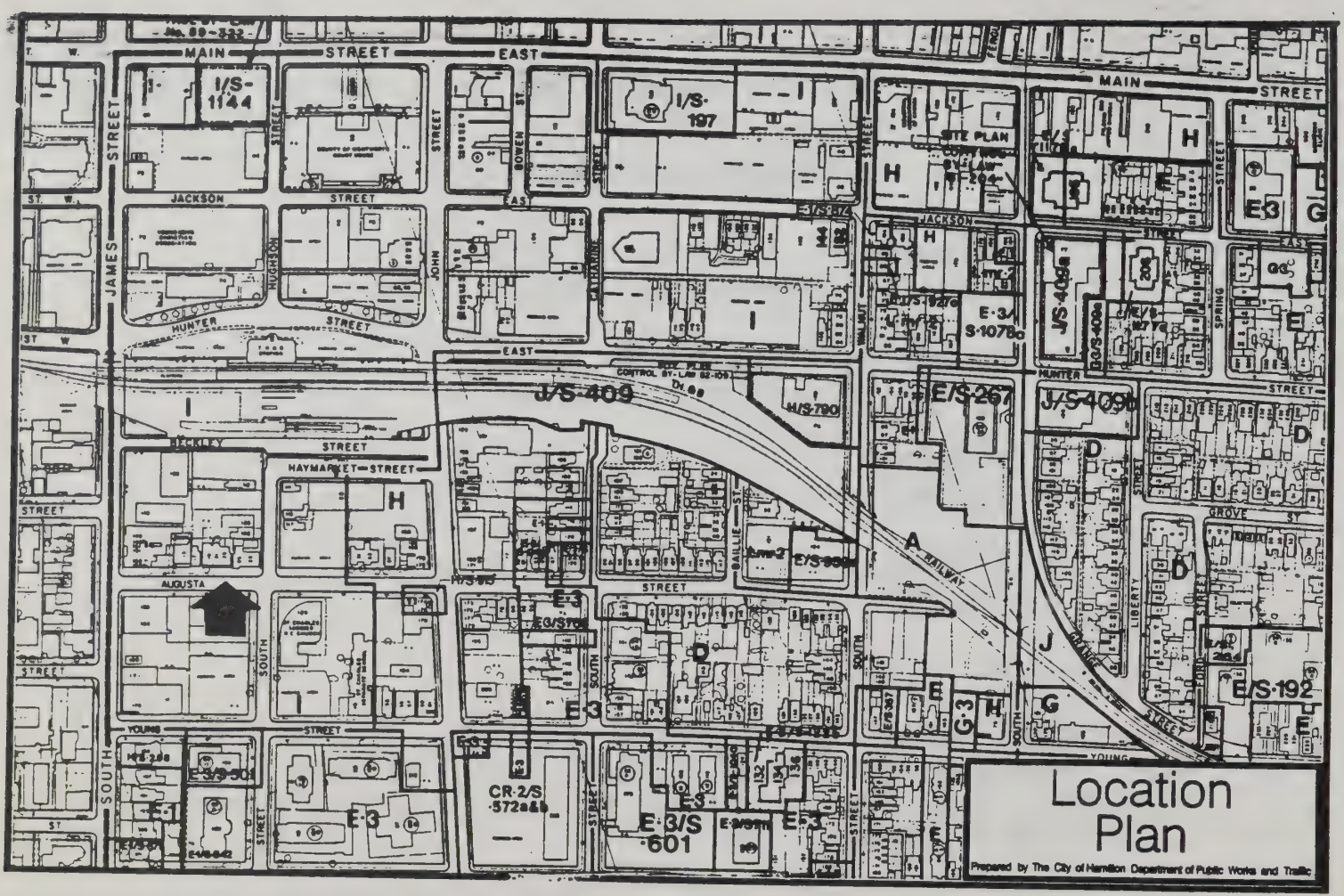
BACKGROUND:

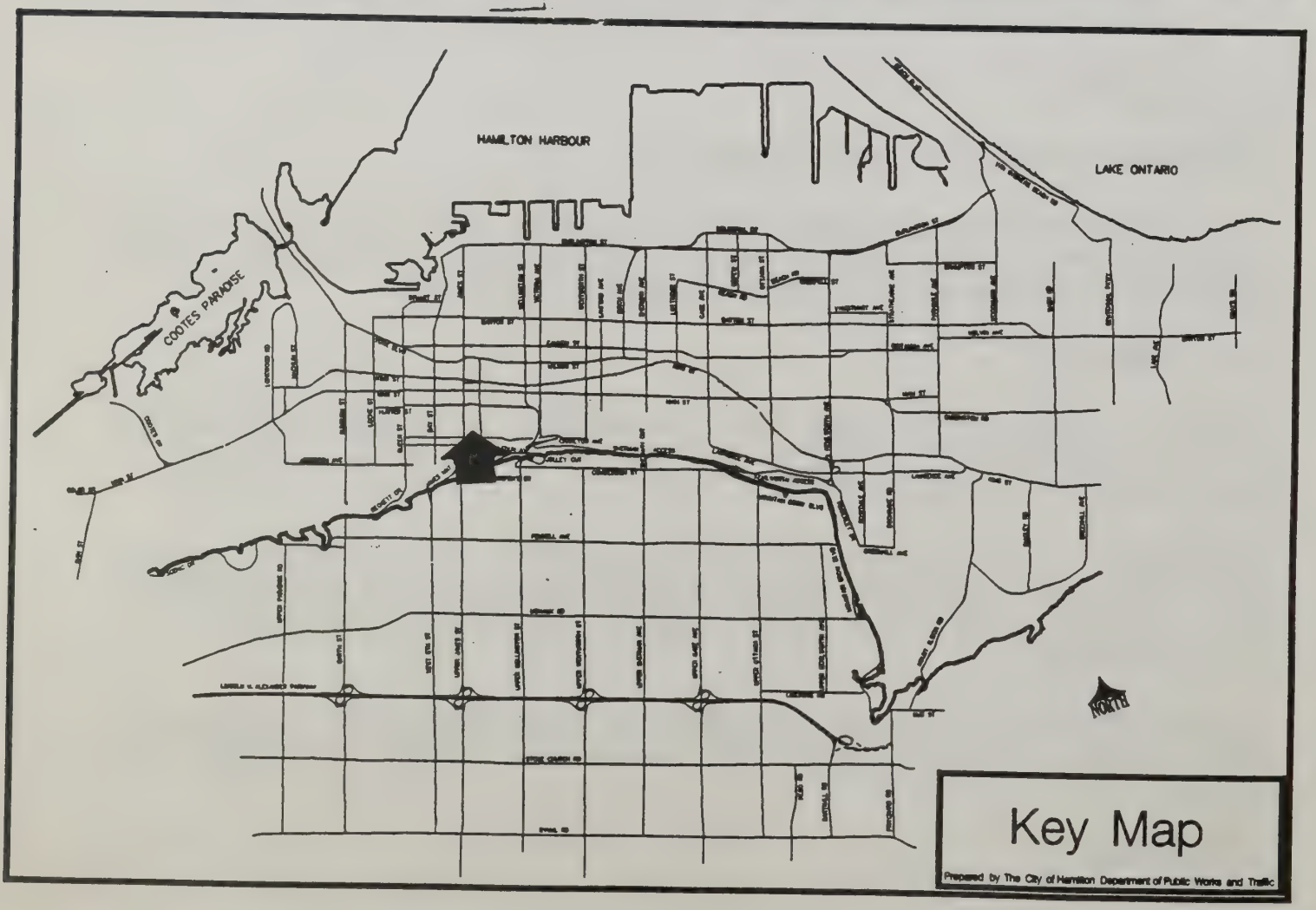
Staff has received a request from Ms. Linda MacRae, 23 Augusta Street, that a reserved "Permit Parking" space be designated on the north side of the street directly in front of her home, since she is disabled.

Augusta has a 31-foot pavement width, and presently, there is a "No Parking" regulation on the south side and on-street parking meters on the north side of the street in this block. The implementation of the subject regulation will result in the removal of one on-street parking meter.

Staff has confirmed that Ms. MacRae meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/klk


MAIN STREET EAST
MAIN STREET
JAMES STREET SOUTH
JACKSON STREET
HUNTER STREET
HUGHSON STREET
JOHN STREET
BOWEN ST
WALNUT STREET
SPRING STREET
LIBERTY STREET
MARY STREET
BAILLIE ST
HUGHSON STREET
MCKAY STREET
HAYMARKET STREET
AUGUSTA STREET
YOUNG STREET
GROVE ST
EAST
SOUTH
I/S-1144
I/S-197
SITE PLAN
H
E3
G
E
J/S-409
E/S-267
J/S-409a
D
A
RAILWAY
E/S-192
E-3/S-601
CR-2/S-572a&b
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 29
File No. TEC-104-99 / Author: M. Hazell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Cannon Street East between Kenilworth Avenue North and Ottawa Street North – Parking Regulations

RECOMMENDATION:

That parking be allowed on the north side of Cannon Street East between Kenilworth Avenue North and Ottawa Street North between 6:00 pm and 7:00 am, Monday to Friday and 24 hours a day on weekends and holidays, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

While allowing parking on the north side of Cannon Street East in this area will place an additional burden on street maintenance operations, there is a genuine parking hardship for residents which cannot be alleviated by any other practical measures.

Conducting activities such as street sweeping, snow removal and leaf pick-up will increase costs in the order of $2,000 annually for this section of roadway, and a reduced level of service will result.

BACKGROUND:

Alderman Dave Wilson and Alderman Chad Collins have been inquiring for some time about the feasibility of allowing parking on Cannon between Ottawa and Kenilworth to assist the abutting residents with their parking difficulties.

Parking has been removed from portions of major streets throughout the City over the years primarily to improve collision rates and to facilitate traffic movement. The program has proceeded on the basis of removing parking in residential areas where it was feasible to do so without constructing off-street parking facilities, and constructing off-street parking facilities in commercial areas to replace the parking spaces which were removed from the arterial streets.

Cannon is an arterial street, but the land use between Ottawa and Kenilworth is primarily residential. Parking has been prohibited on this section of Cannon for over 40 years.

Parking conditions for residents on this section of roadway have been deteriorating over the years, and the fact that there are existing parking problems on the adjacent local residential streets compounds the problem since the residents on Cannon have no alternative parking areas anywhere near their homes. The houses on this section of Cannon are in close proximity to the roadway such that there is very little opportunity for the residents to install residential boulevard parking spaces, and there are no rear alleys to allow rear yard parking for any of these homes. Illegal parking is therefore, prevalent on this section of roadway.

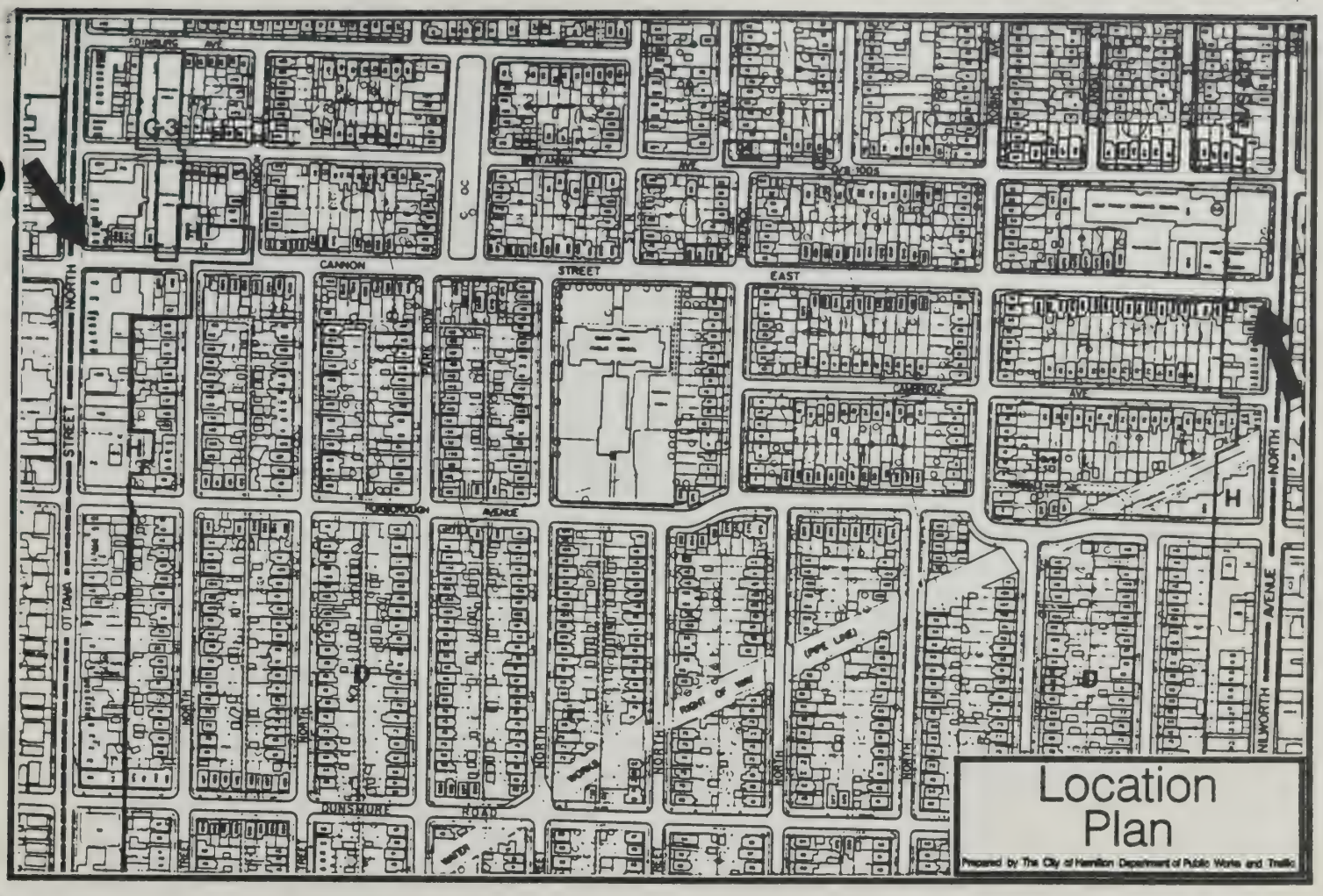
Records indicate that the volume of traffic on Cannon is decreasing (20% in the past 10 years), rather than increasing as predicted by the 1963 Hamilton Area Transportation Plan. Thus, while there might be a marginal increase in the number of collisions, the current trend in traffic volumes indicates that parking could be allowed on one side of the street without interfering with traffic movement.

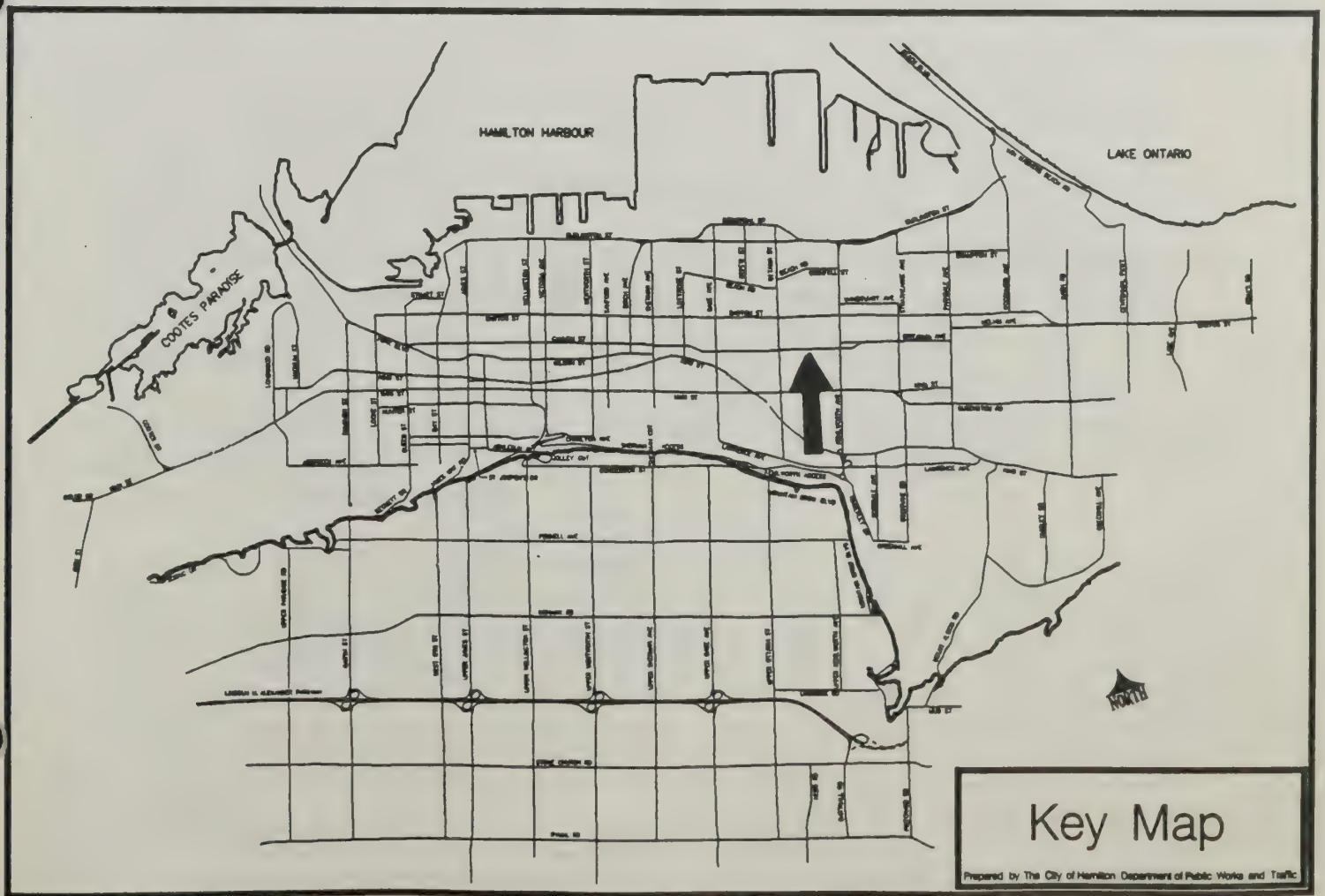
Alderman Dave Wilson surveyed the residents on this section of street, and to minimize the interference with H.S.R. buses, it was agreed that the hours of the parking could be restricted to 6:00 pm to 7:00 am, Monday to Friday and all day on weekends, when traffic volumes, including buses, are relatively light. H.S.R. staff therefore have no concerns about allowing part-time parking on the north side of the street.

With respect to street maintenance operations, staff are always concerned about the inefficiencies and obstructions created by parked vehicles while attempting to conduct these activities. It is estimated that for this .8 km section of roadway, additional costs in the order of $2,000 annually would be incurred for such activities as snow removal, street sweeping and leaf pick-up and the level of service will be reduced. However, in view of the serious parking difficulties being experienced by the residents of Cannon between Ottawa and Kenilworth, staff would not object to allowing parking on the north side of the street between 6:00 pm and 7:00 am, Monday to Friday and all day on weekends.

Overnight parking is allowed on other streets in the City where genuine parking difficulties do not exist, and a review of these other areas should be undertaken with a view to prohibiting parking overnight wherever practical in order to facilitate street maintenance operations, and reduce costs.

MBH/kag


CANNON
STREET
EAST
OTTAWA
STREET
NORTH
PARK
AVE
NORTH
AVENUE
DUNSMUIR
AVENUE
NORTH
NORTH
NORTH
NORTH
NORTH
AVENUE
Location
Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 23
File No. TEC-095-99 / Author: Chris van Berkel

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 21 Carrick Avenue – Request for a reserved "Permit Parking" regulation for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Carrick Avenue commencing 205 feet south of King Street East and extending to a point 28 feet southerly therefrom; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Patrick Fazzari, 21 Carrick Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

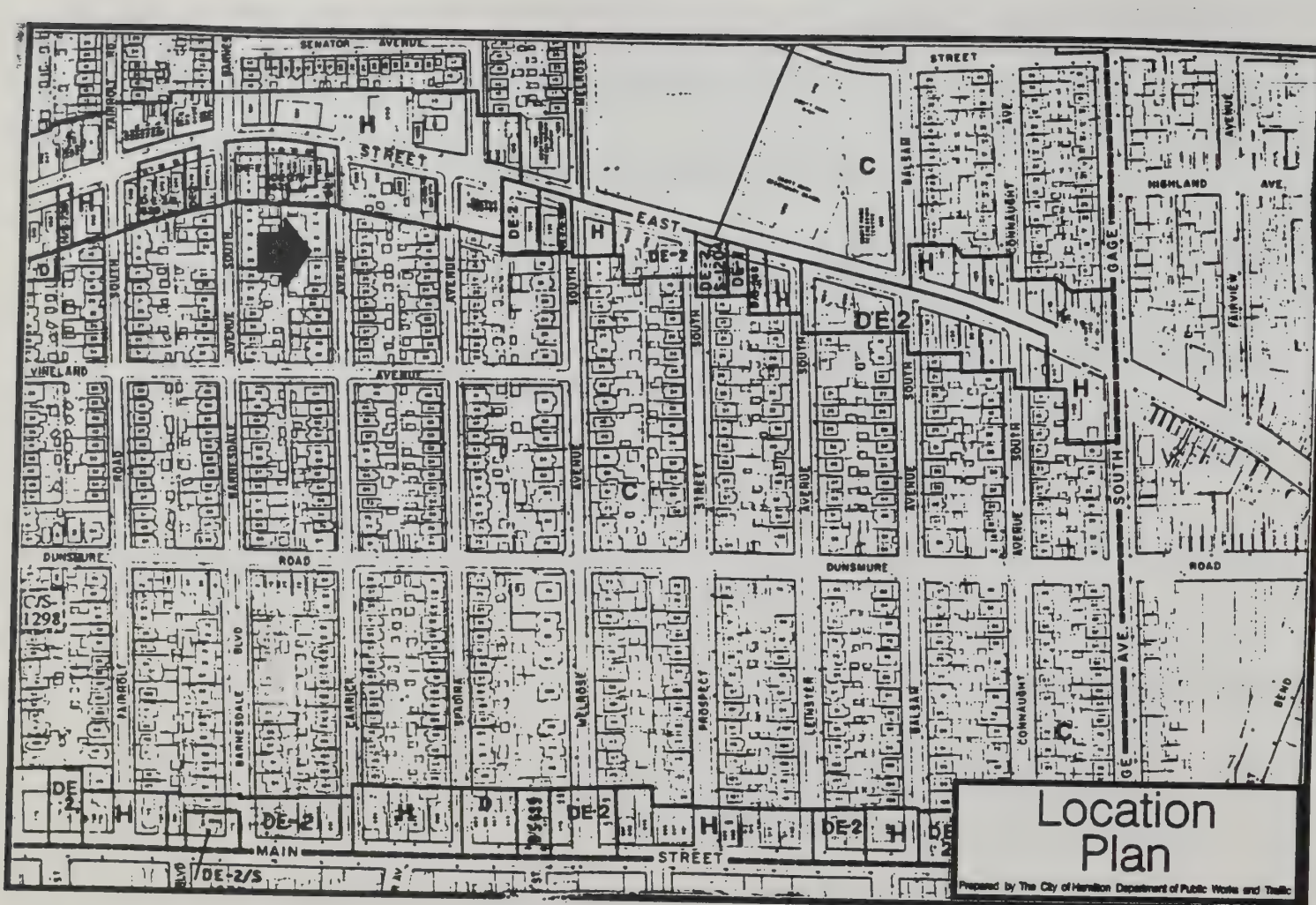
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

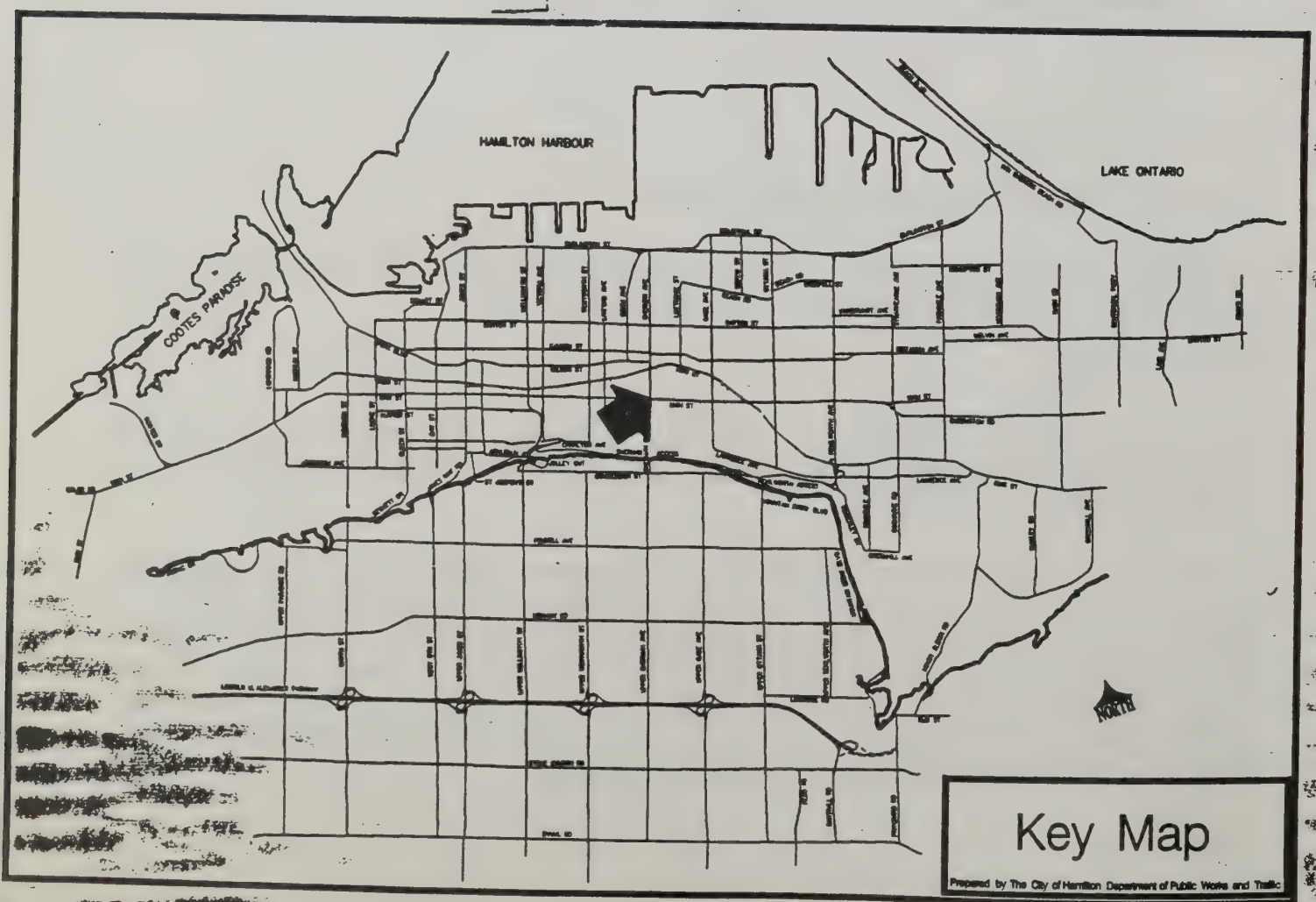
BACKGROUND:

Staff has received a request from Mr. Patrick Fazzari, 21 Carrick Avenue, that a reserved "Permit Parking" regulation be implemented on the east side of Carrick in front of his home since he is disabled.

Carrick has a 26-foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. Therefore, normal practice is to reserve a space on either side of the street such that the applicant has a reserved space on a year round basis. However, Mr. Fazzari has advised that he requires a space on his side of the street only so as not to inconvenience other area residents. Staff has confirmed that Mr. Fazzari meets Councils' criteria with respect to reserved "Permit Parking" spaces and therefore, concurs with the request.

CVB/MBH/kag


Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 24
File No. TEC-094-99 / Author: Chris van Berkel

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 293 Catharine Street North – Request for a reserved "Permit Parking" regulation for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Catharine Street North commencing 186 feet south of Murray Street East and extending to a point 25 feet southerly therefrom; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. LiCata, 293 Catharine Street North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

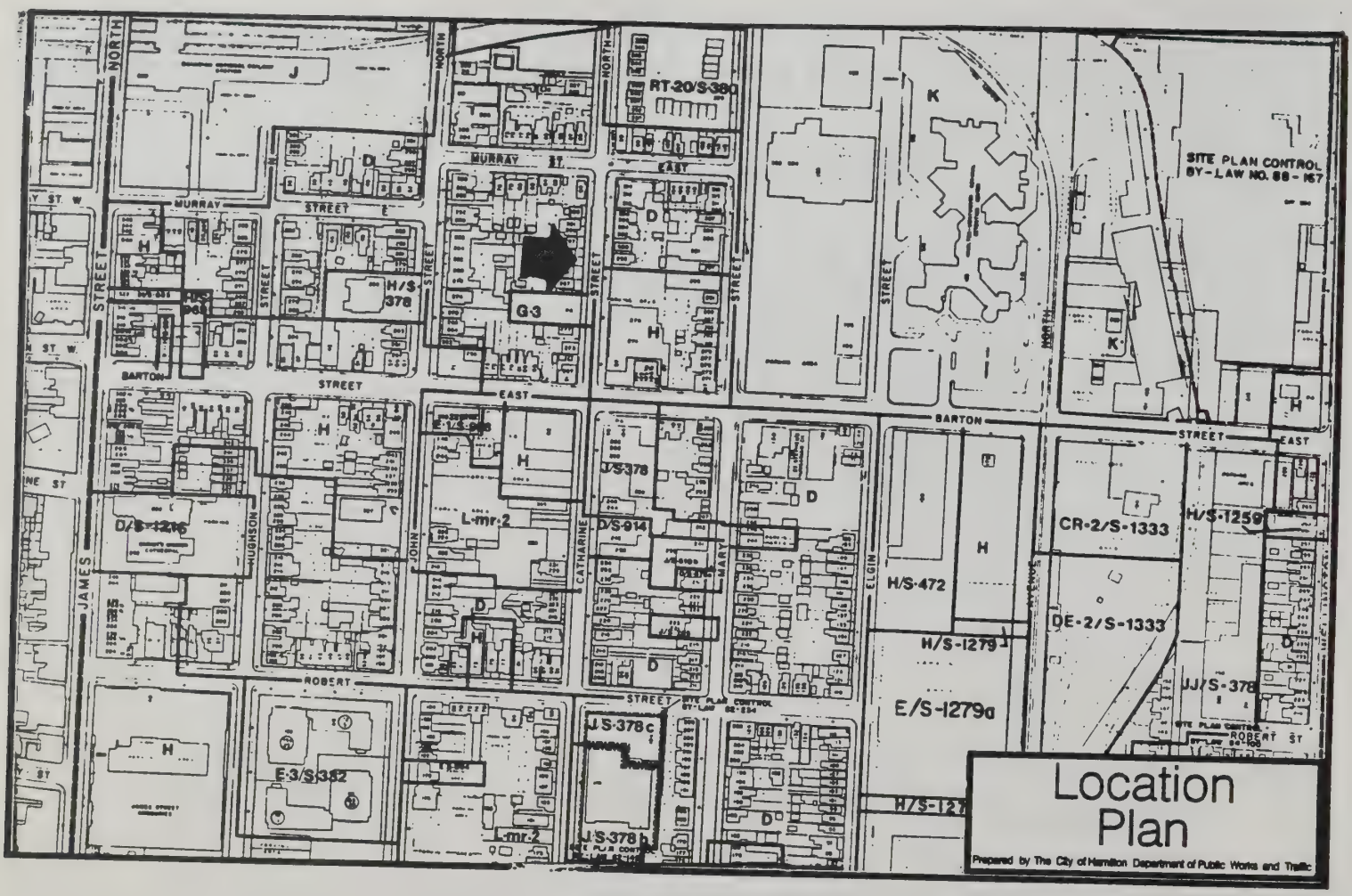
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

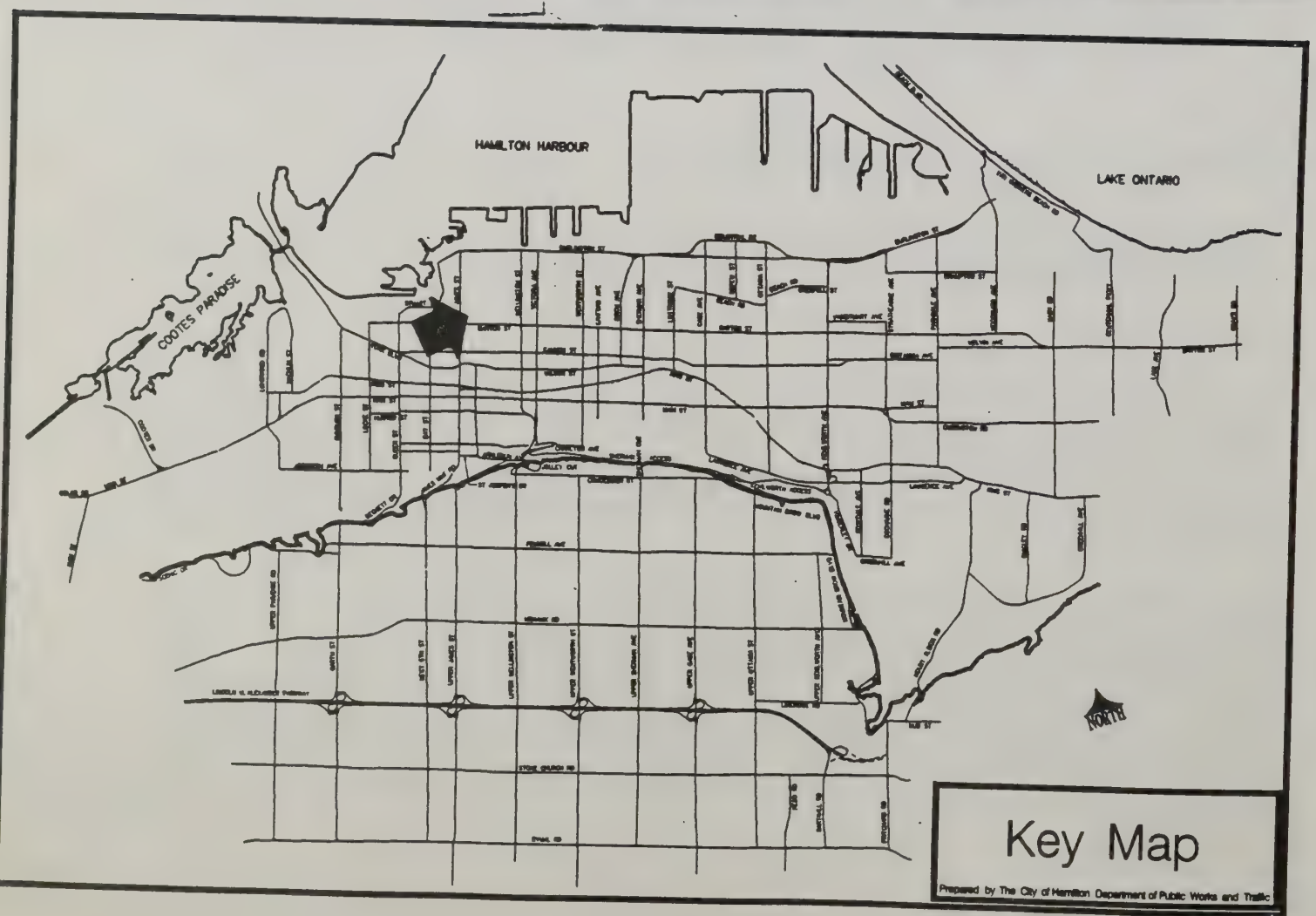
BACKGROUND:

Alderman Frank D'Amico has advised of a request from Mr. LiCata, 293 Catharine Street North, that a reserved "Permit Parking" regulation be implemented on the east side of Catharine in front of Mr. Papp's home at 298 Catharine Street North for use by Mr. LiCata who is disabled. Alderman Frank D'Amico has advised that Mr. Papp agrees with this request.

Catharine has a 29-foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. Staff has not confirmed that Mr. LiCata meets current Council requirements with respect to reserved "Permit Parking" spaces. However, Alderman Frank D'Amico has advised that the driveway is too narrow to properly open the doors of his vehicle, when parked in his driveway. Alderman Ron Corsini, the Ward Alderman, has advised that he agrees with this request.

CVB/MBH/kag


SITE PLAN CONTROL BY-LAW NO. 80-167
RT-20/S-380
H/S 378
G-3
L-mr-2
D/S-914
H/S-472
H/S-1279
CR-2/S-1333
H/S-1259
DE-2/S-1333
E/S-1279a
JJ/S-378
E-3/S-382
mr-2
JAMES STREET
MURRAY STREET
BARTON STREET
ROBERT STREET
HUGHSON STREET
JOHN STREET
CATHARINE STREET
MARY STREET
ELGIN STREET
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 30
File No. TEC-101-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 302 Catharine Street North – Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Catharine Street North commencing at a point 128 feet south of Murray Street East and extending to a point 20 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Schirripa, 302 Catharine Street North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: Mark A.B. Hagell for D Lobo

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

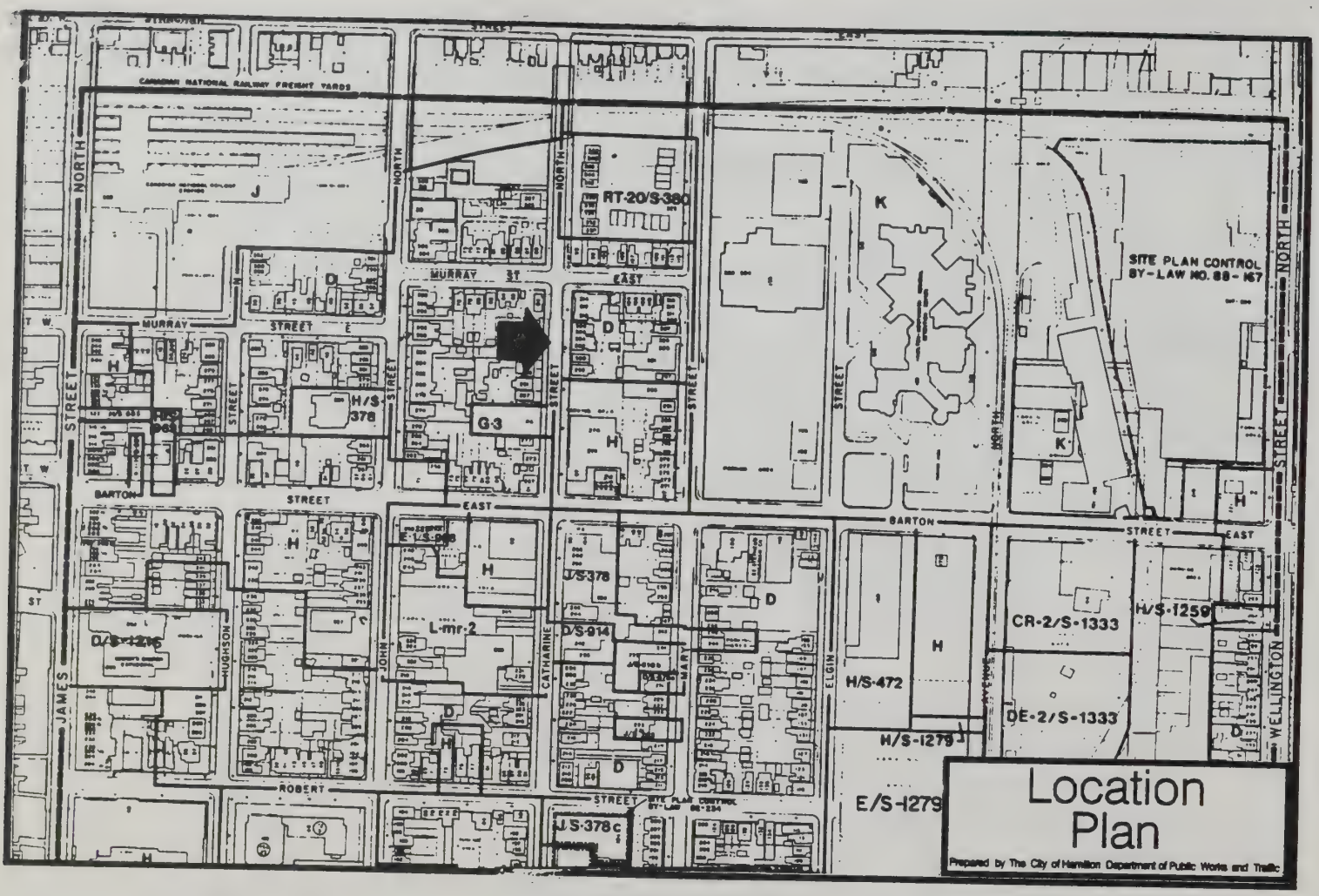
BACKGROUND:

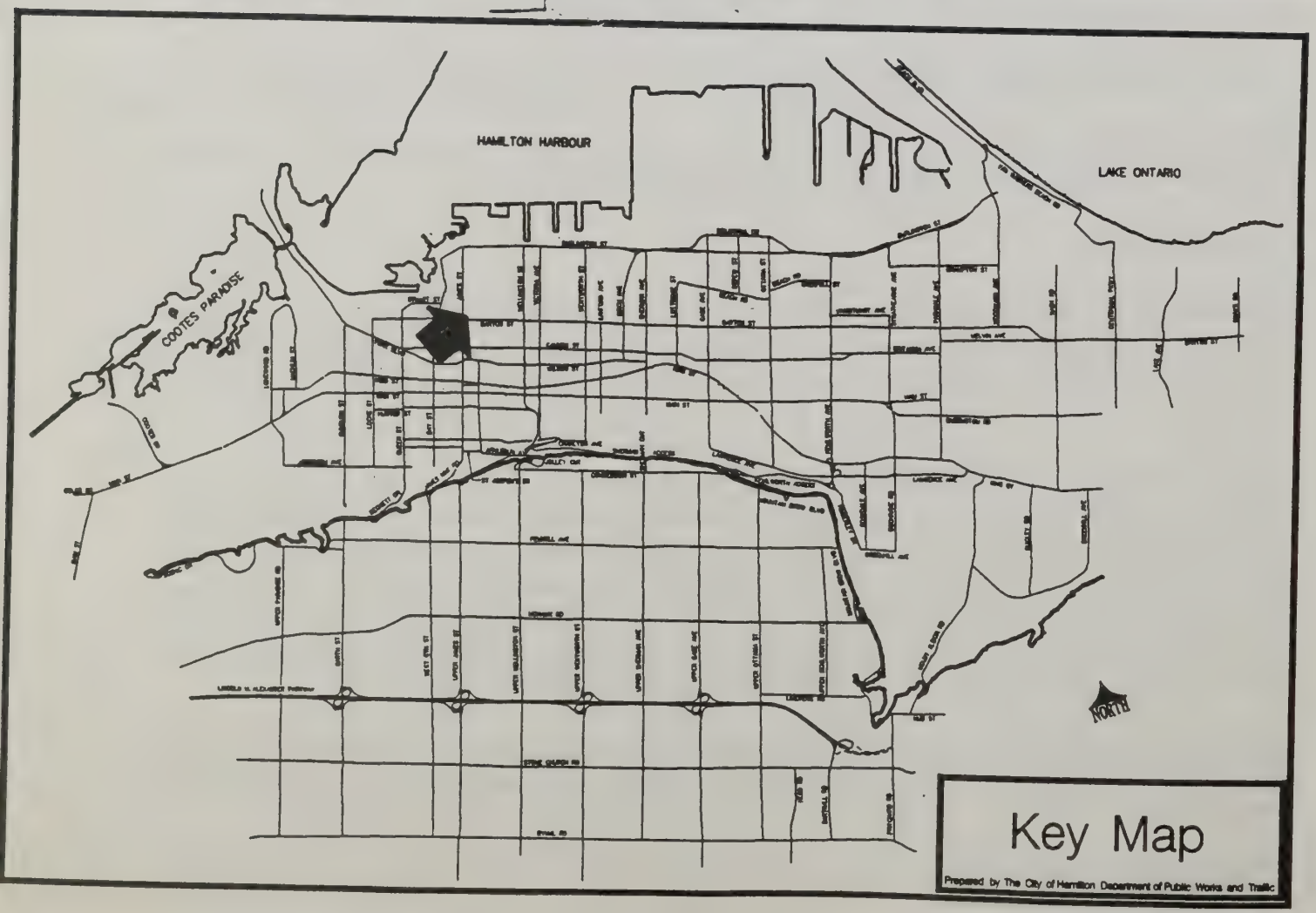
Staff has received a request from Ms. Paula Schirripa on behalf of her father, Pietro Schirripa, 302 Catharine Street North, that a reserved "Permit Parking" space be designated on the east side of the street directly in front of his home since he is disabled.

Catharine has a 29-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. However, Ms. Schirripa has advised that her father requires the space on his side of the street only so as not to inconvenience other area residents. Loading may occur on his side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

Staff has confirmed that Mr. Schirripa meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

SR CVB/MBH/str


CANADIAN NATIONAL RAILWAY FREIGHT YARDS
NORTH
MURRAY STREET
MURRAY ST EAST
BARTON STREET
BARTON STREET EAST
RT-20/S-380
H/S-378
G-3
L-mr-2
D/S-1216
D/S-914
U/S-378
U/S-378c
H/S-472
H/S-1279
E/S-1279
CR-2/S-1333
DE-2/S-1333
H/S-1259
SITE PLAN CONTROL BY-LAW NO. 88-167
JAMES ST
HUGHSON
JOHN
CATHARINE
MARY
ELGIN
WELLINGTON STREET
ROBERT STREET
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 24
File No. TEC-100-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Apartment Building at No. 122 Charles Street
- Application for a Time Limit Exemption Permit

RECOMMENDATION:

That the Commissioner of Public Works and Traffic be authorized to issue, upon request, eight Time Limit Exemption Permits to each of the first eight eligible applicants residing in the apartment building at No. 122 Charles Street.

D Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for $288 in revenue each year from the sale of parking permits to residents of this building.

BACKGROUND:

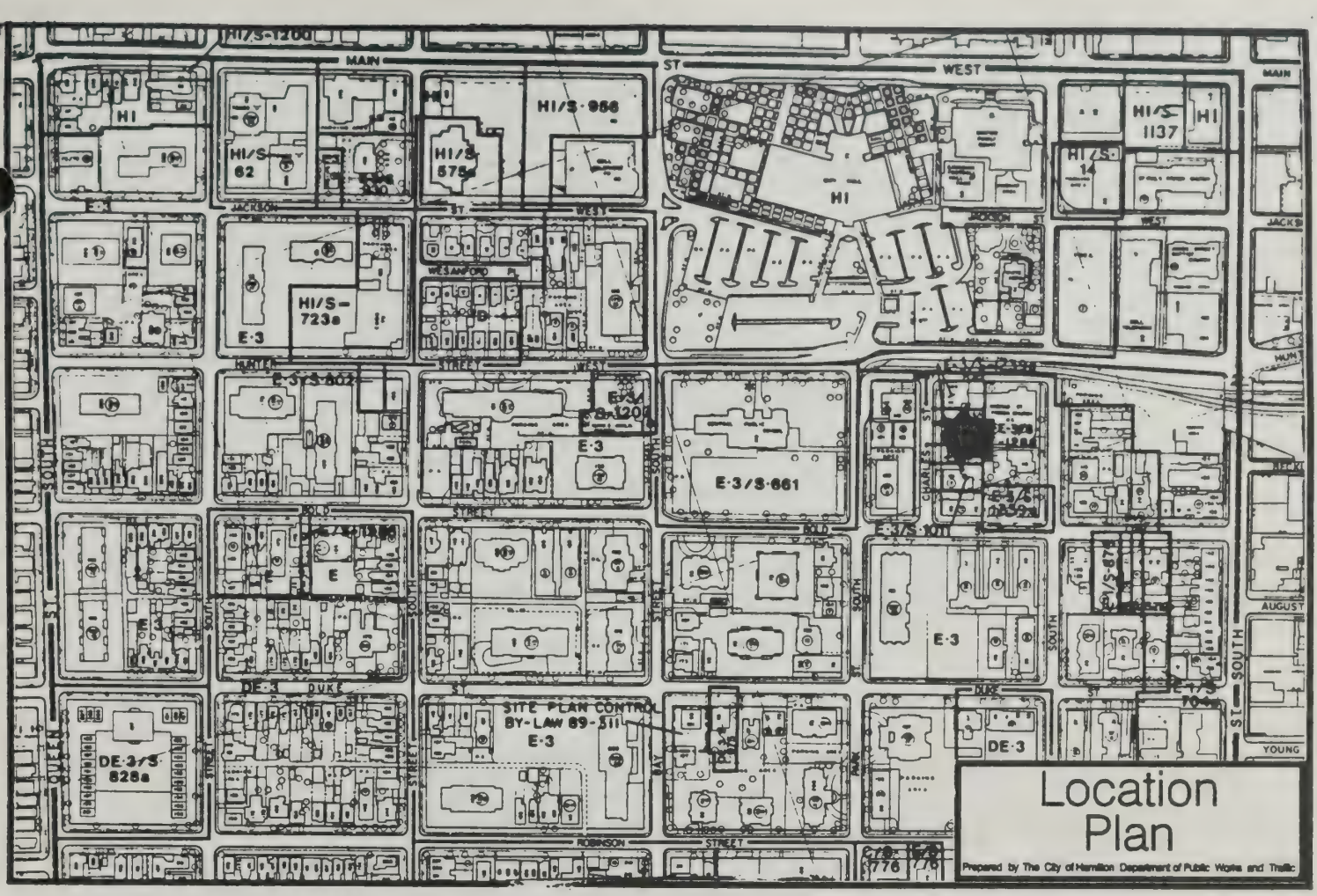
Staff has received a request from Mr. Seamus Valley, Superintendent of 122 Charles Street, that Time Limit Exemption Permits be issued to the residents of this building.

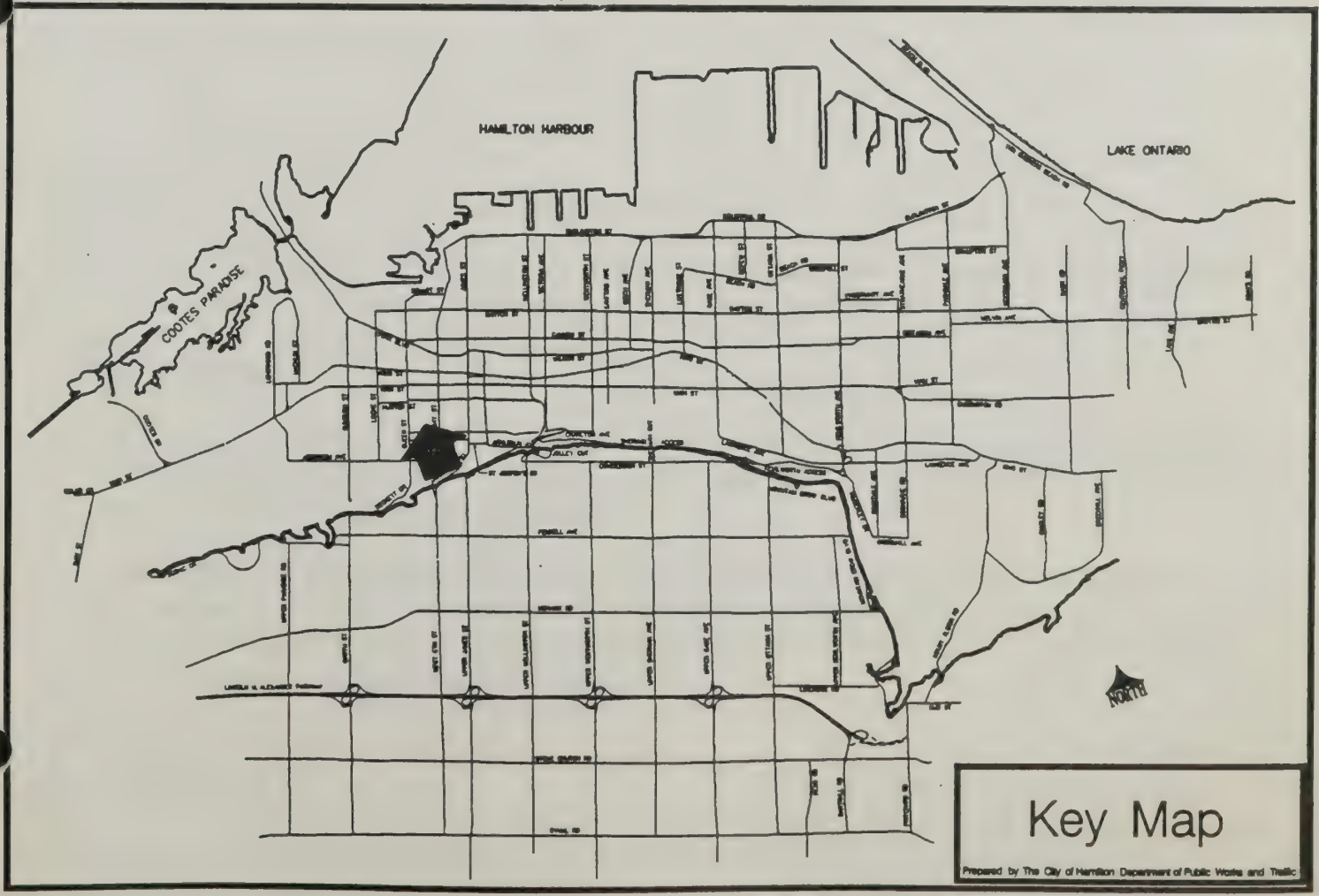
The subject apartment building is located on the west side of Charles between Bold and Hurst. Mr. Valley has advised that a tenant wishes to park his vehicle within the existing on-street parking time limit spaces nearby. An investigation has revealed that there are ten dwelling units within the apartment building, and that there are no off-street parking spaces available on the private property.

Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three-family dwellings and to residents of apartment buildings only under exceptional circumstances. The Zoning By-law requires that a minimum of eight off-street parking spaces be provided for a new building of this size in this area. Thus, there is a shortage of eight off-street parking spaces in accordance with the current Zoning By-law requirements.

Periodic observations reveal that streets in this area are heavily parked on during the day. However, since there has only been a moderate demand for Time Limit Exemption Permits in this area, it appears that the parking is generally non-resident, short-term parking. Thus, the issuance of eight Time Limit Exemption Permits to residents of this building should not create any parking difficulties for area residents. Therefore, staff supports this request, and it would be appropriate to issue a maximum of eight parking permits to the residents of this building on a first come, first served basis.

CVB/MBH/klk


MAIN ST WEST
HI/S-1200
HI/S-956
HI/S-1137
HI/S-62
HI/S-575
HI/S-723a
HI/S-14
JACKSON ST WEST
WESANFORD PL
HUNTER STREET WEST
E-3/S-802
E-3/S-120
E-3
E-3/S-661
CHARLES ST
E-3/S-1011
E-3/S-859a
E-3/S-677
AUGUST
SOUTH ST
DUKE
DE-3
DE-3/S-828a
SITE PLAN CONTROL BY-LAW 89-311
E-3
BAY
PARK
YOUNG
ROBINSON STREET
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 31
File No. TEC-110-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 383 Fairfield Avenue – Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the west side of Fairfield Avenue commencing at a point 218 feet north of Vansitmart Avenue and extending to a point 22 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. John Poaps, 383 Fairfield Avenue.

Lobo .

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

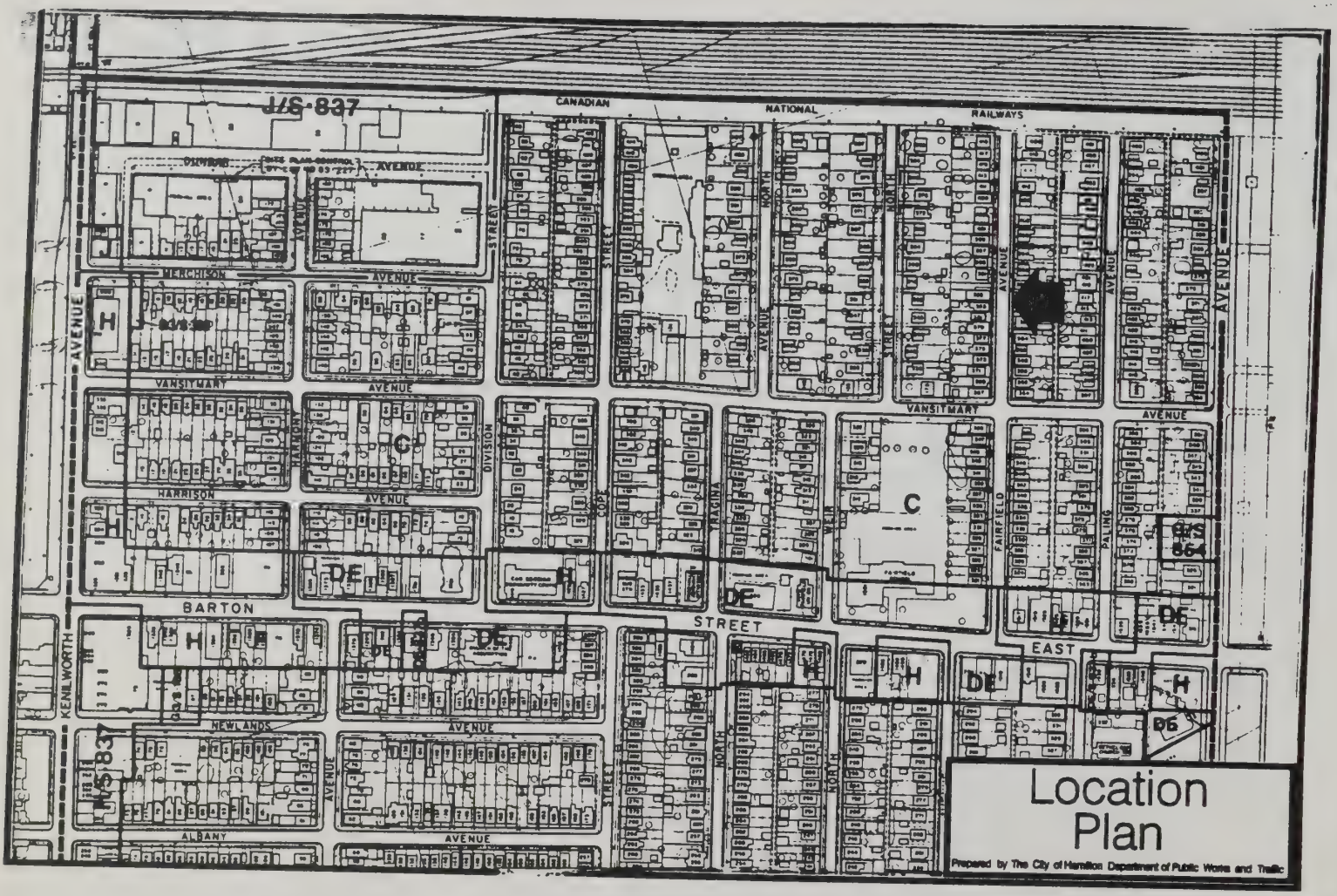
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

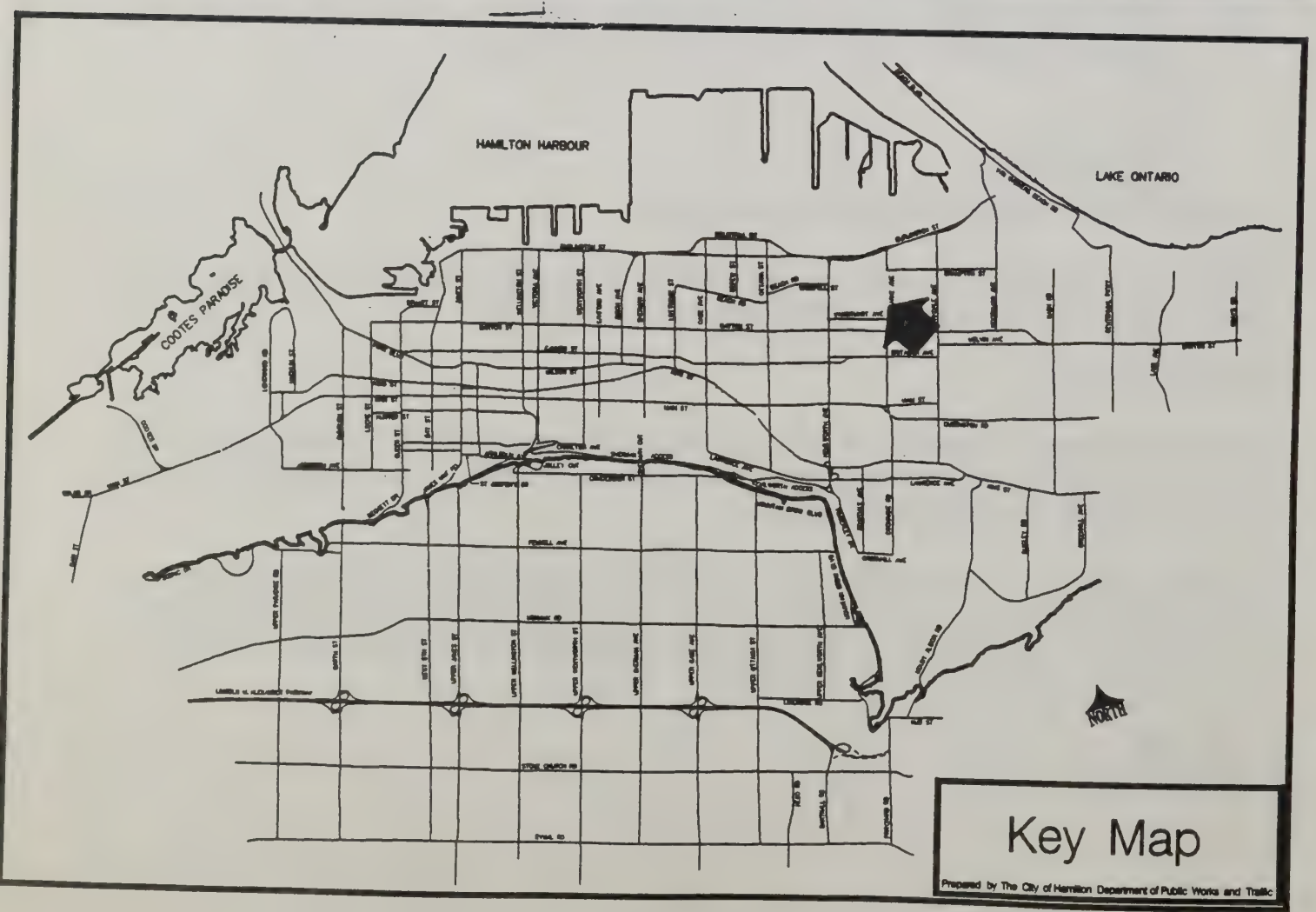
BACKGROUND:

Staff has received a request from Mr. John Poaps, 383 Fairfield Avenue, that a reserved "Permit Parking" space be designated on the west side of the street directly in front of his home, since his daughter is disabled.

Fairfield has a 27 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. Staff has confirmed that Mr. Poaps meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/str


CANADIAN
NATIONAL
RAILWAYS
MERCHISON
AVENUE
VANSITMARY
HARRISON
BARTON
STREET
EAST
NEWLANDS
ALBANY
KENILWORTH
H
C
DE
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 4
File No. TEC-083-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 67 Francis Street – Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the north side of Francis Street commencing at a point 114 feet west of Cheever Street and extending to a point 24 feet westerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

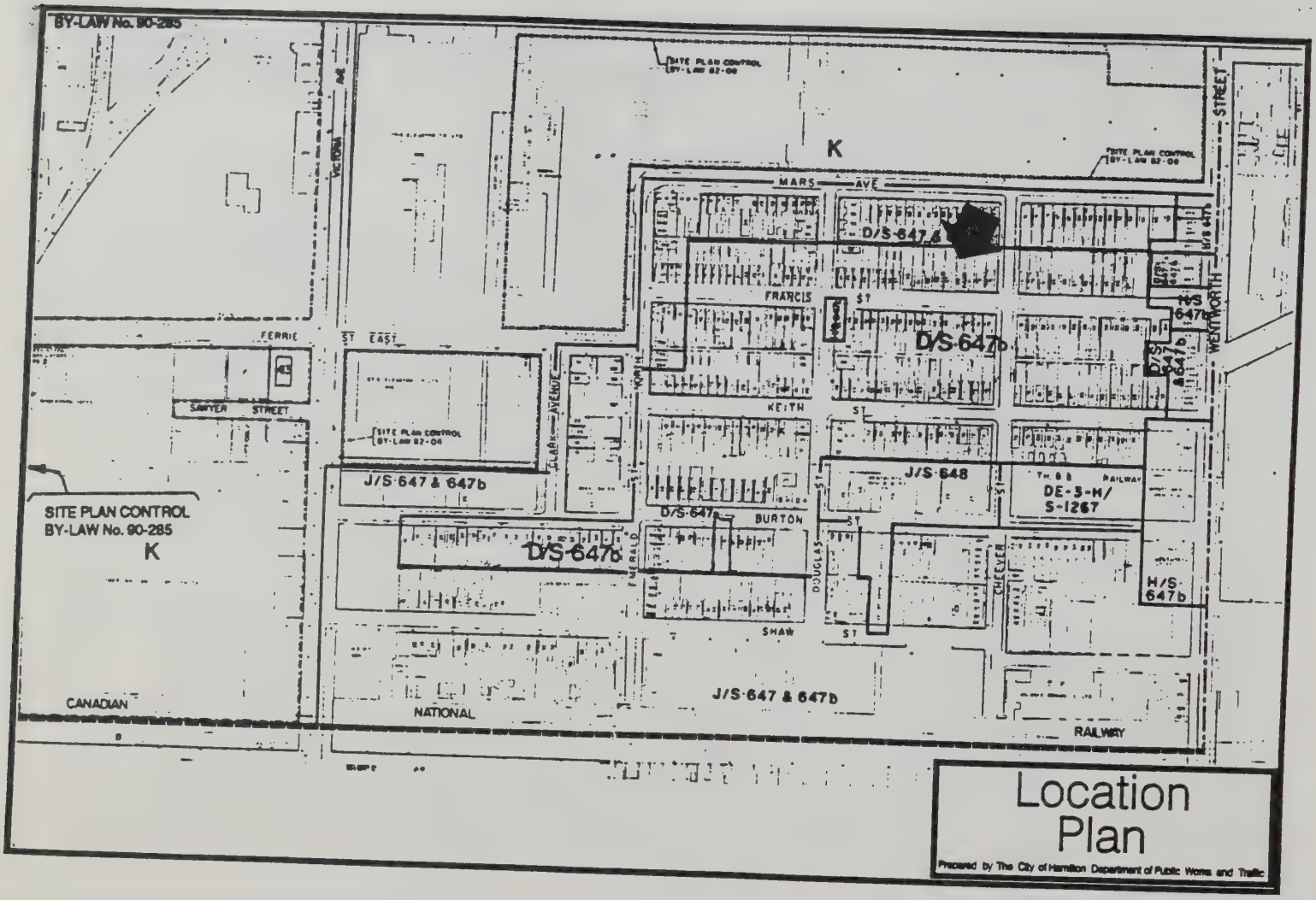
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing the subject signs.

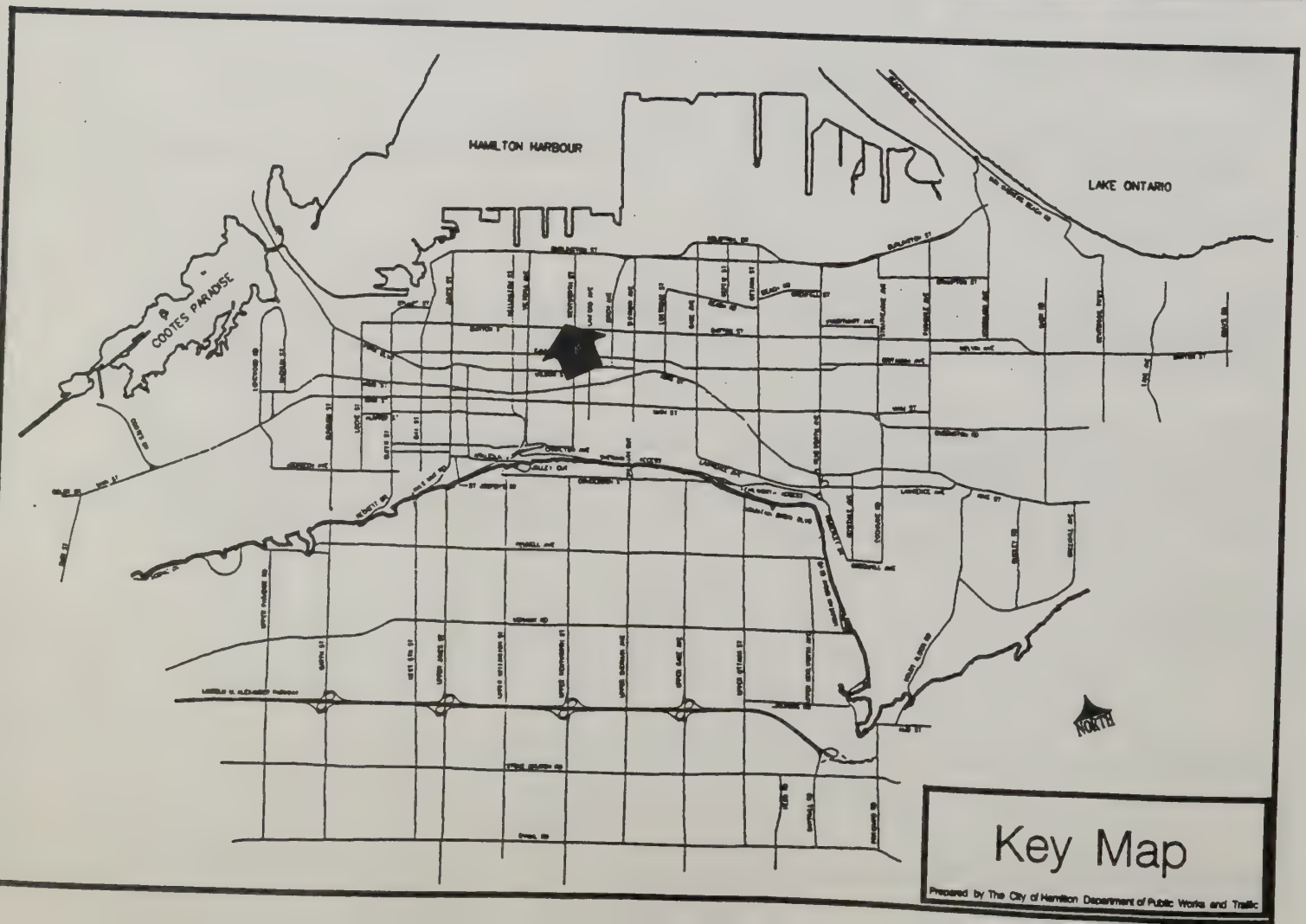
BACKGROUND:

Staff has received a request from an area resident that the existing "Permit Parking" space on the north side of the street in front of No. 67 Francis Street be removed as the resident has moved.

Staff has confirmed that the dwelling is presently vacant and, therefore, it would be appropriate to remove the signs. The removal of the subject regulation will restore one unrestricted parking space to the north side of the street which will be controlled by the existing "Alternate Side Parking" regulation.

CVB/MBH/klk


BY-LAW No. 90-285
SITE PLAN CONTROL BY-LAW 82-06
K
MARS AVE
D/S-647 &
FRANCIS ST
D/S-647b
FERRIE ST EAST
SAWYER STREET
CLARK AVENUE
KEITH ST
J/S-647 & 647b
J/S-648
DE-3-H/ S-1267
D/S-647
BURTON ST
D/S-647b
DOUGLAS ST
CHERRIER
H/S 647b
SHAW ST
CANADIAN NATIONAL RAILWAY
WENTWORTH STREET
SITE PLAN CONTROL BY-LAW No. 90-285
K
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 April 6
File No. TEC-116-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking Regulations on Glennie Avenue
between Britannia Avenue and the southerly end

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Glennie Avenue between Britannia Avenue and the southerly end be replaced with a "No Parking" regulation on the west side, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1999 operating budget estimates to cover the cost of revising the subject signs.

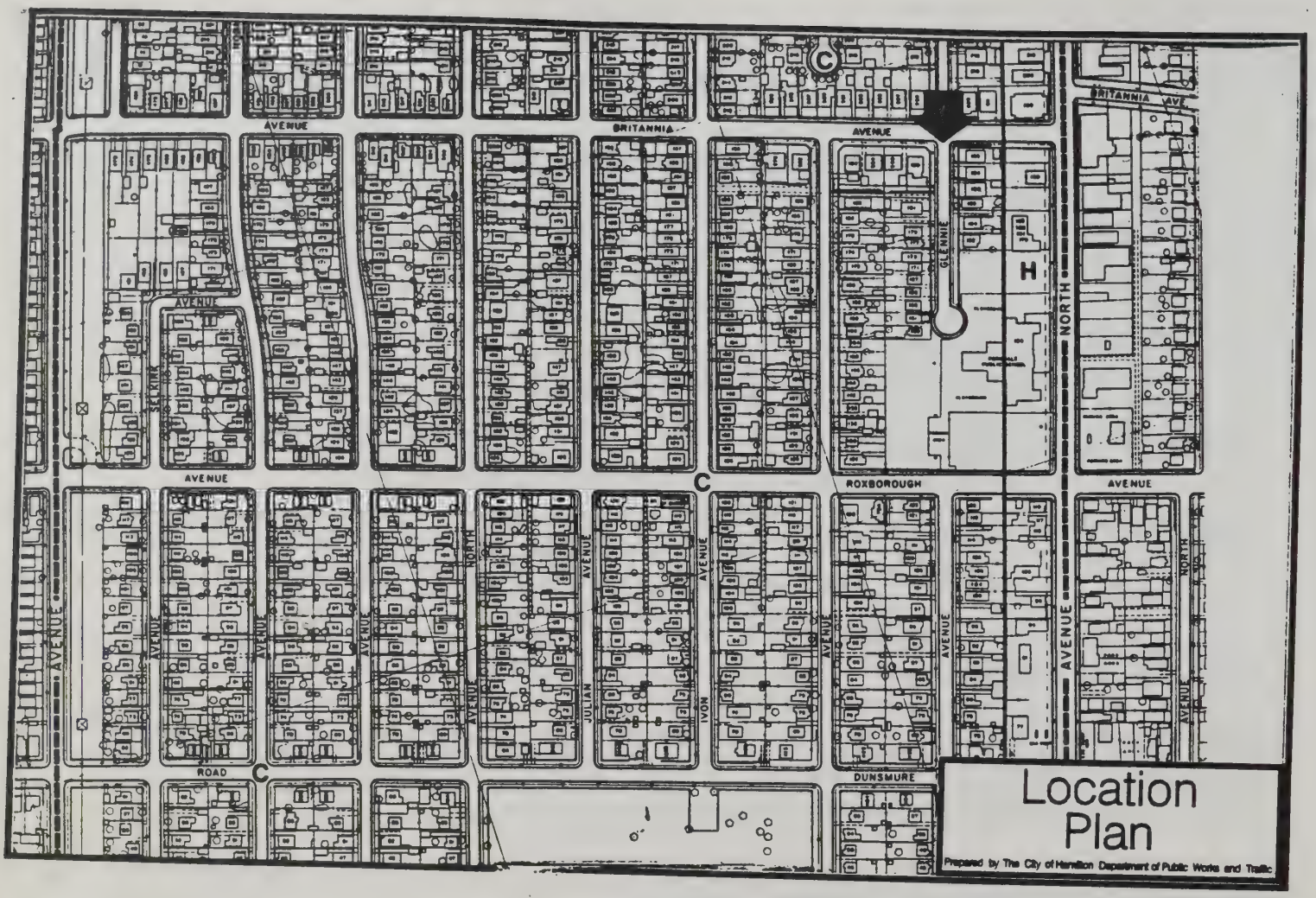
Mark B. Hagel for Lobo

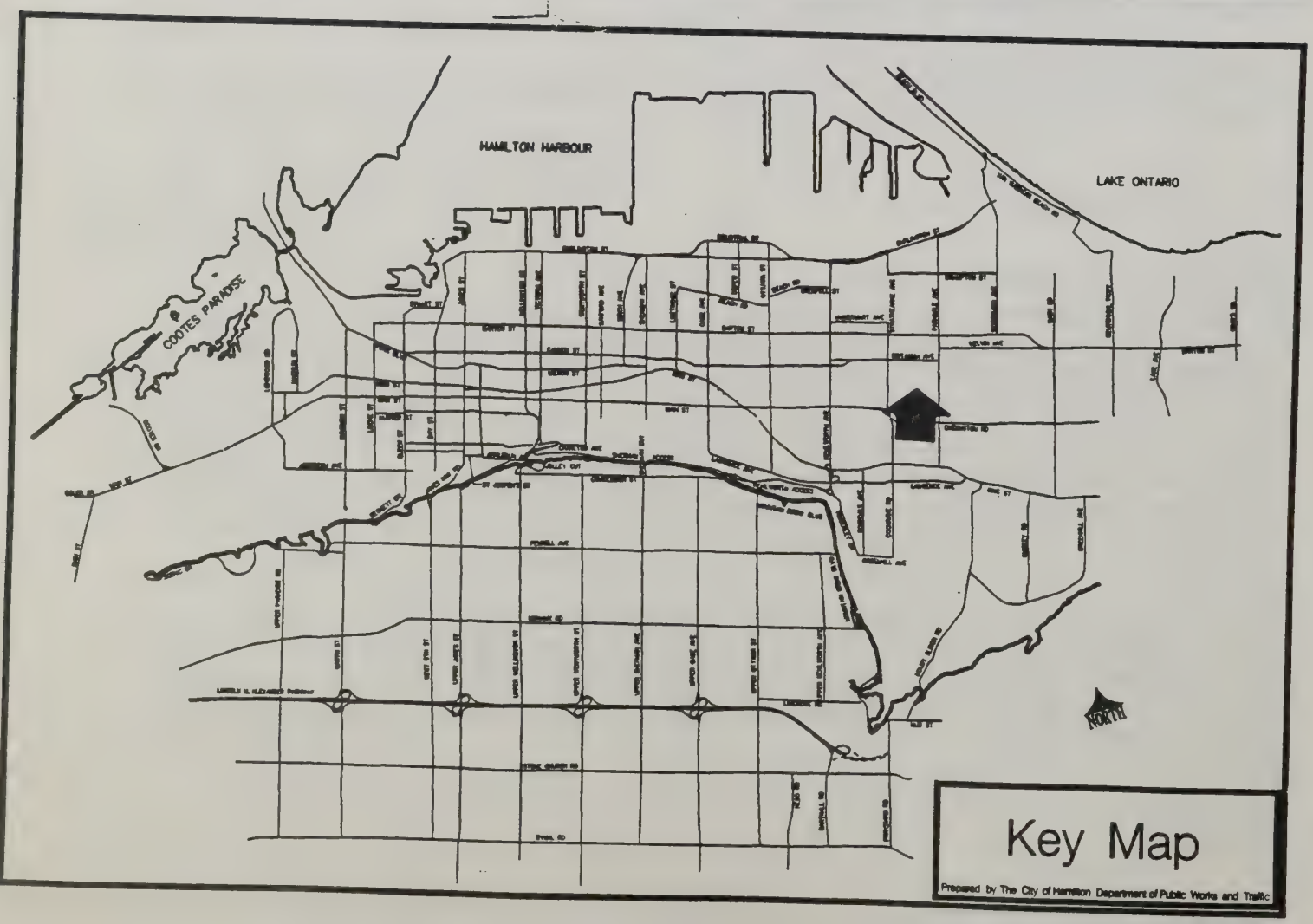
BACKGROUND:

Alderman Dave Wilson advised staff of a concern from Mr. P. Smith, 159 Glennie Avenue, that there are more parking spaces on the east side than on the west side of the street, in the block between Britannia and the southerly end. Subsequently, staff received a petition signed by representatives of 11 of the 17 single family residential properties abutting Glennie in this block requesting that the existing "Alternate Side Parking" regulation be replaced with a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this block. All 11 of the residents who signed the petition are in favour of changing the regulation. Staff contacted one additional resident and was advised that they had no opinion.

Glennie has a 28-foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. Staff has confirmed that there are 9 parking spaces on the west side and 11 parking spaces on the east side. Therefore, since 65 percent of the abutting residents are in favour of the requested changes, staff concurs with the request.

MBH/~~CVB~~/str


AVENUE
BRITANNIA
AVENUE
BRITANNIA AVE.
GLENNIE
NORTH
AVENUE
SHERMAN
AVENUE
ROXBOROUGH
AVENUE
AVENUE
NORTH
AVENUE
AVENUE
AVENUE
AVENUE
AVENUE
AVENUE
AVENUE
AVENUE
NORTH
AVENUE
JULIAN
IVON
ROAD
DUNSMURE
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 24
File No. TEC-099-99 / Author: Chris van Berkel

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Amcan Castings Limited, 10 Hillyard Street – Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the west side of Hillyard Street between Munroe Street and Brant Street, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

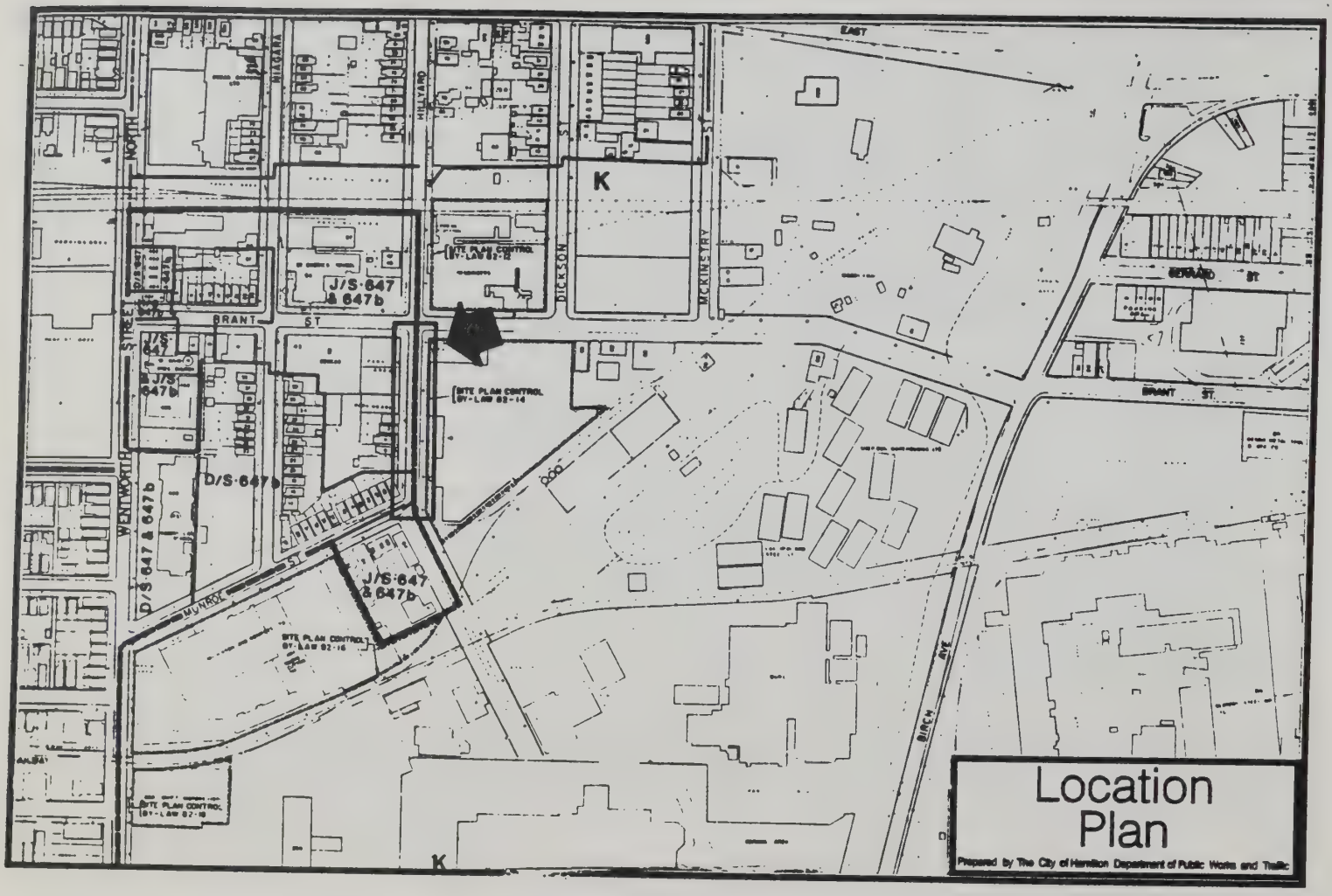
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

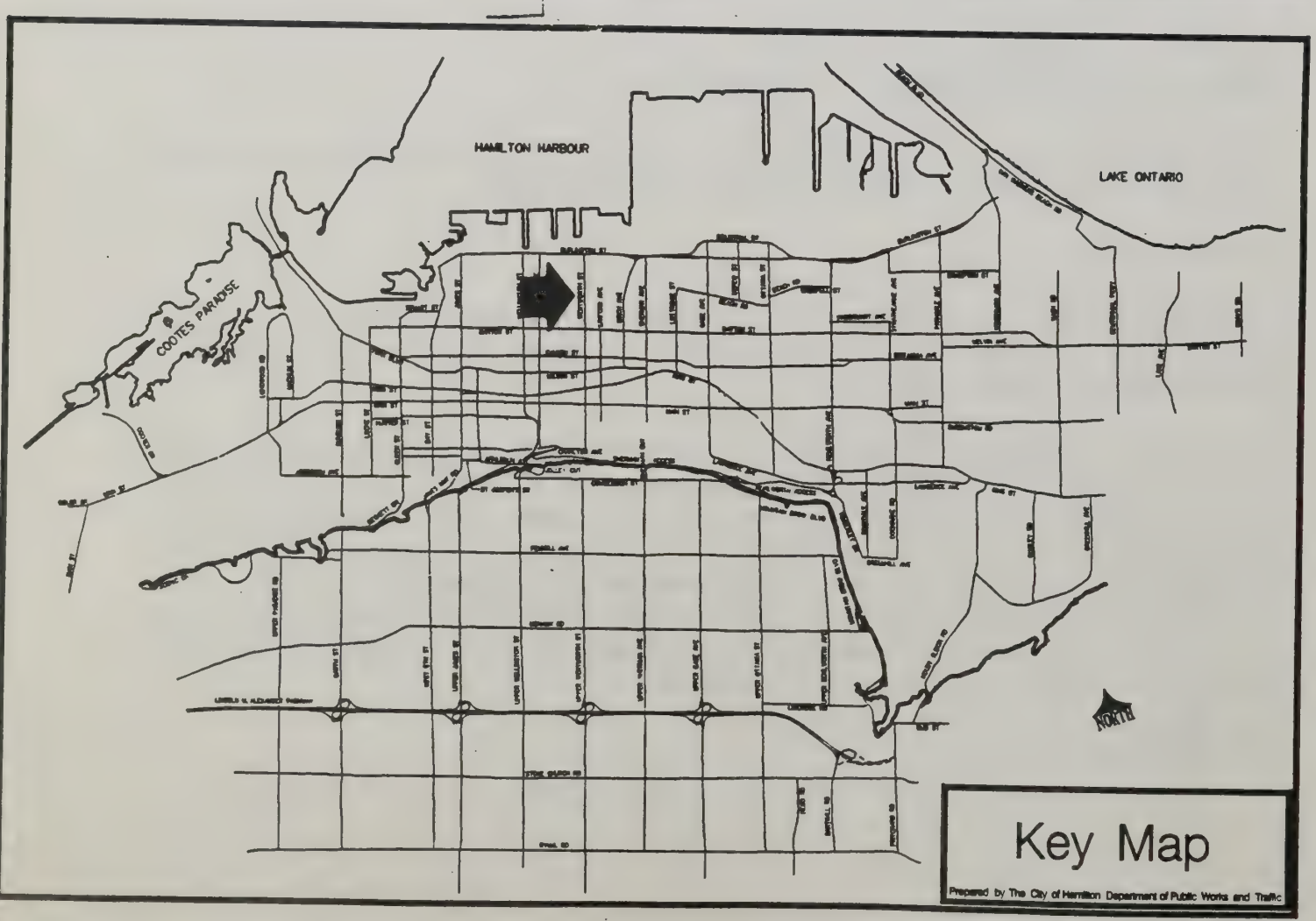
BACKGROUND:

Staff has received a request from a representative of Amcan Castings Limited, 10 Hillyard Street, that a "No Parking" regulation be implemented on the west side of Hillyard between Munroe and Brant.

Hillyard has a 25-foot pavement width, and presently, there is a "No Parking" regulation on the east side and a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on the west side of the street in this area. Amcan recently purchased and demolished the last three homes fronting on this section of street and built a new administrative building in this area. They now occupy buildings on both sides of the street and stated that their operations require frequent mid-block pedestrian movements across the street, and are concerned about safety for their employees. Staff has reviewed this matter and concurs with the request.

CVB/MBHkag


EAST
NORTH
NIAGARA
HILLYARD
ST
K
DICKSON
McKINSTRY
BRANT
ST
J/S-647
& 647b
SITE PLAN CONTROL
BY-LAW 82-14
BERNARD
ST
BRANT
ST.
WENTWORTH
STREET
D/S-647b
D/S-647 & 647b
MURRAY
ST
J/S-647
& 647b
SITE PLAN CONTROL
BY-LAW 82-16
BIRCH
AVE
SITE PLAN CONTROL
BY-LAW 82-10
K
Location
Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 April 1
File No. TEC-112-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 323 Jackson Street West – Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the south side of Jackson Street West commencing at a point 99 feet west of Pearl Street South and extending to a point 17 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Pratt, 323 Jackson Street West.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

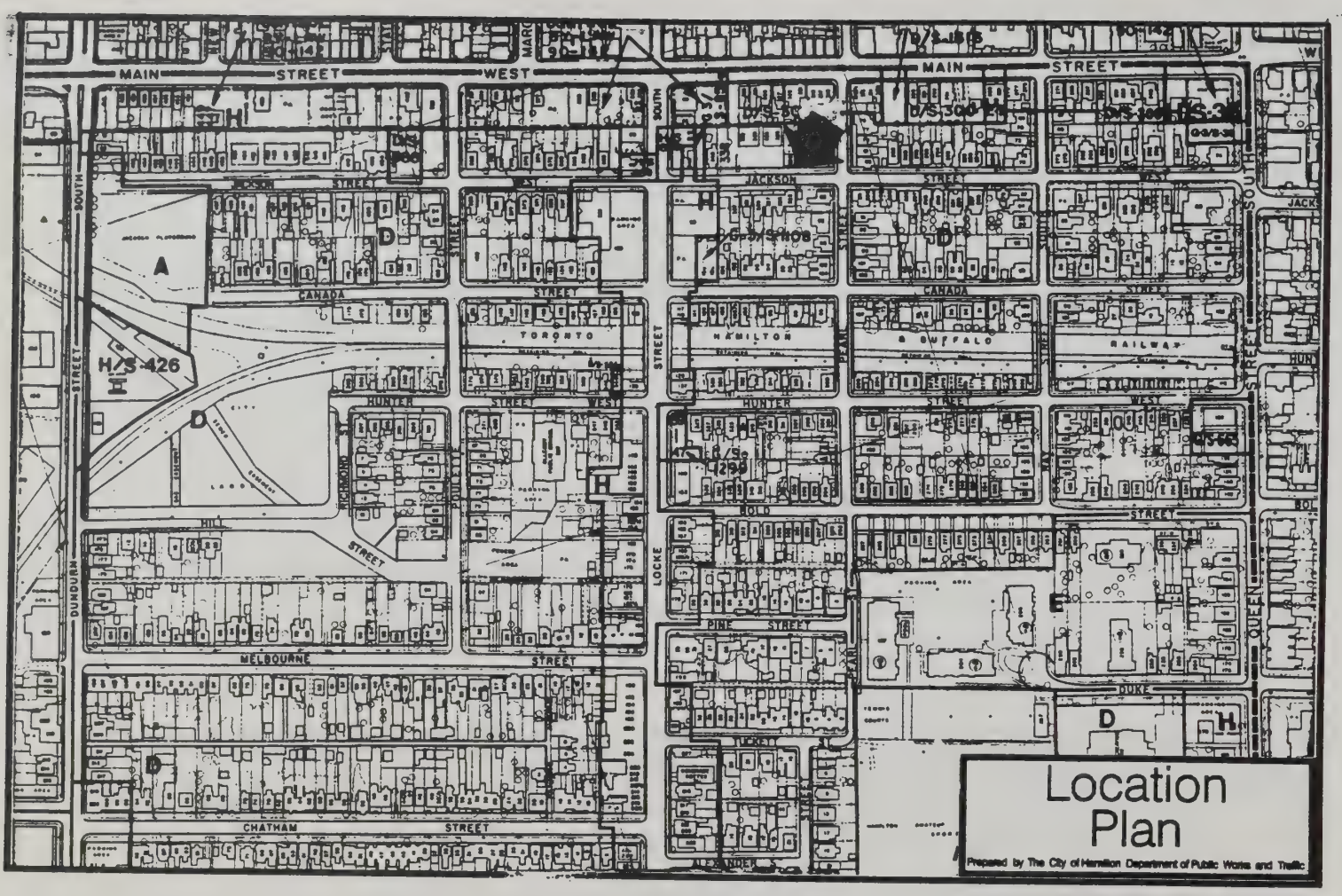
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

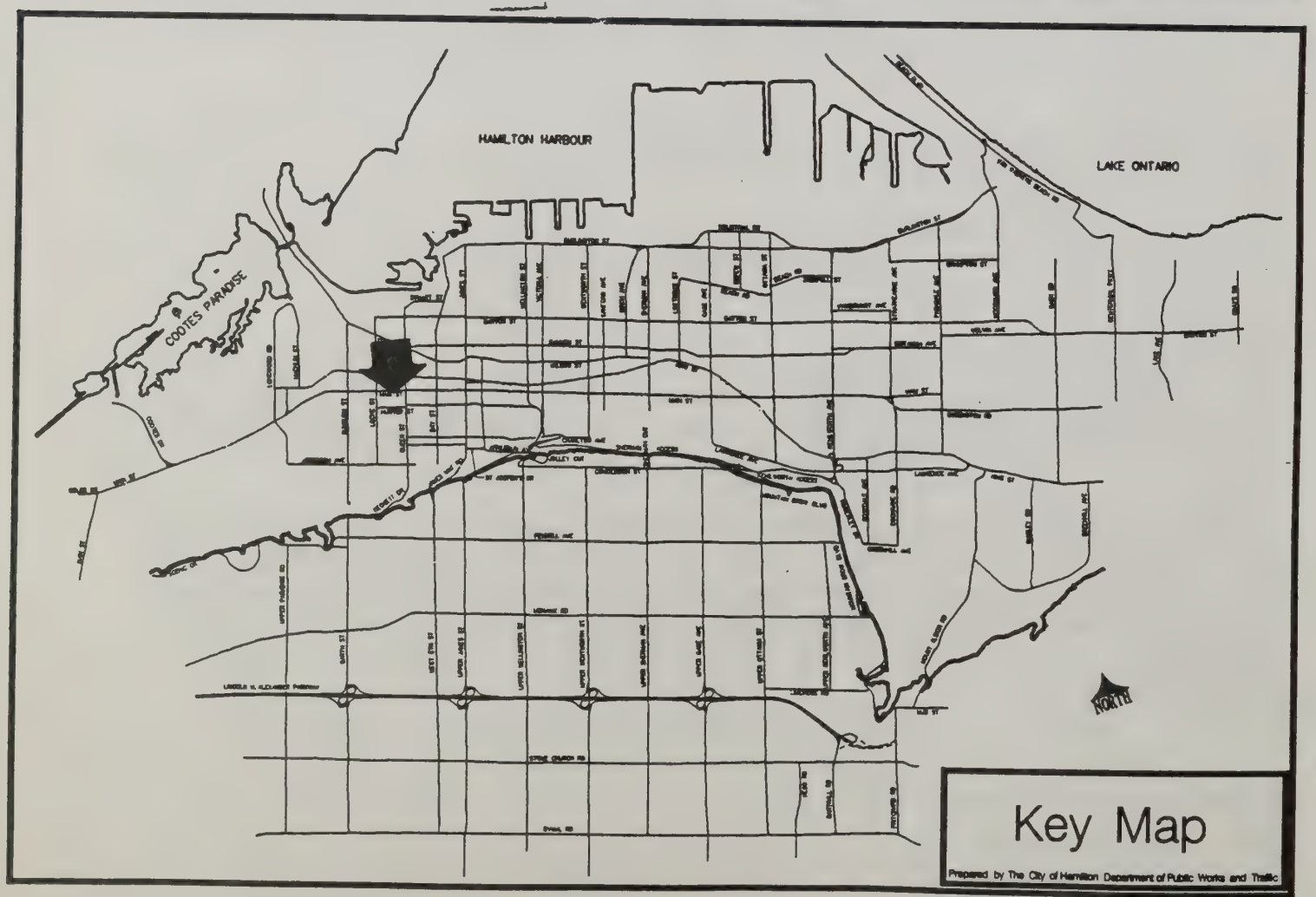
BACKGROUND:

Alderman Marvin Caplan has advised of a request from Mr. Pratt, 323 Jackson Street West, that a reserved "Permit Parking" space be designated on the south side of the street directly in front of his home, since he is disabled.

Jackson has a 24-foot pavement width, and presently, there is a "No Parking" regulation on the north side and unrestricted parking on the south side of the street in this block. Staff has confirmed that Mr. Pratt meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/str


MAIN STREET WEST
MAIN STREET
JACKSON STREET
CANADA STREET
TORONTO STREET
HAMILTON
BUFFALO
RAILWAY
HUNTER STREET
BOLD STREET
PINE STREET
DUKE
MELBOURNE STREET
CHATHAM STREET
HILL STREET
DUNDURN STREET SOUTH
QUEEN STREET SOUTH
LOCKE STREET
H/S-426
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(2)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 23
File No. TEC-096-99 / Author: Chris van Berkel

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 136 Julian Avenue – Request to remove an existing "Permit Parking" regulation

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Julian Avenue commencing 102 feet north of Roxborough Avenue and extending to a point 23 feet northerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

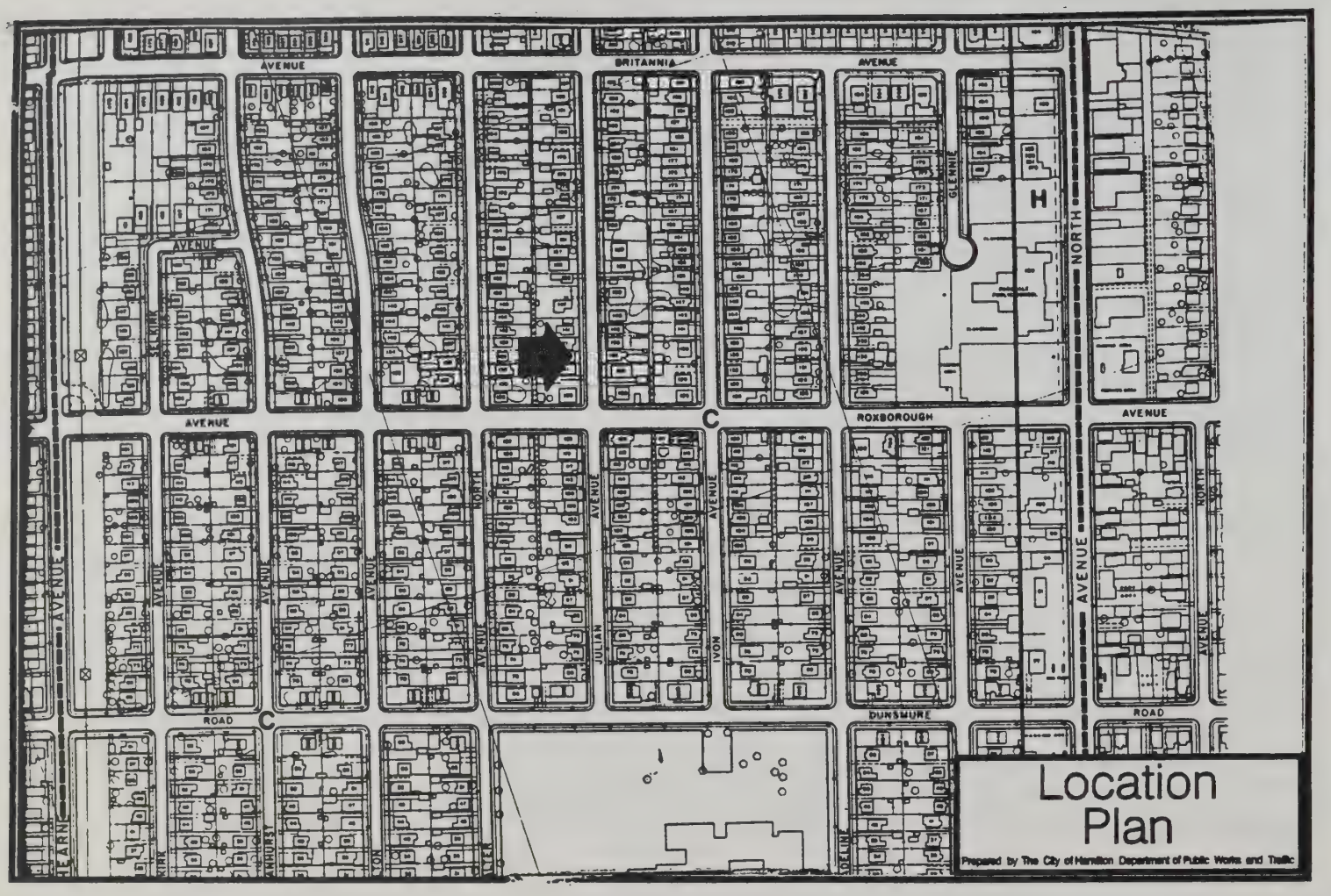
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing the subject signs.

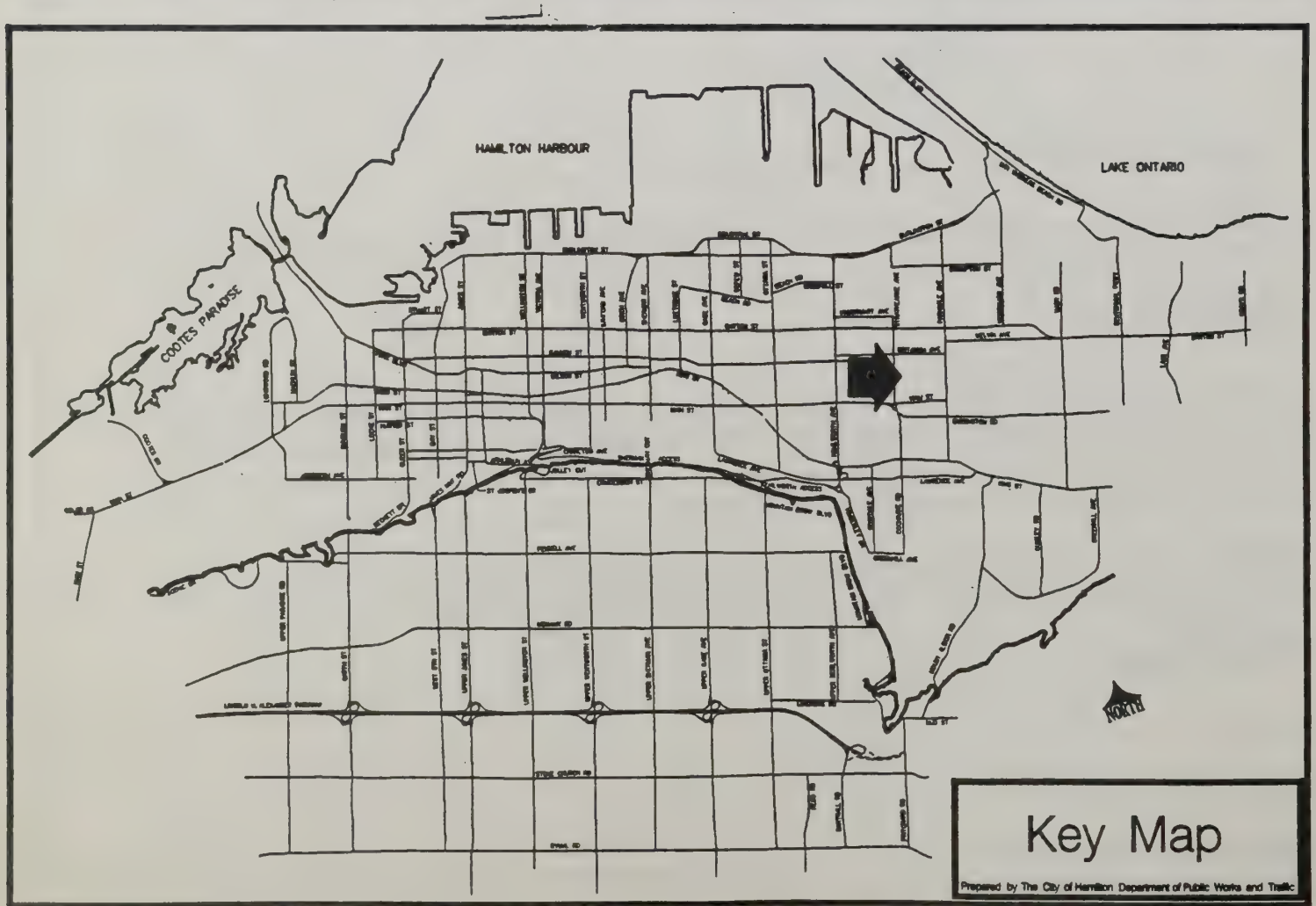
BACKGROUND:

Staff has received a request from Mrs. Burrows, 136 Julian Avenue, that the existing "Permit Parking" regulation on the east side of Julian in front of her home be removed since her husband, for whom the regulation was implemented, has recently passed away. Therefore, staff concurs with the request.

Removal of the subject regulation will restore one parking space to the east side of the street, which will be controlled by the existing "Alternate Side Parking" regulation.

CVB/MBH/kag


BRITANNIA
AVENUE
ROXBOROUGH
DUNSMUIR
ROAD
NORTH
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(m)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 1
File No. TEC-074-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Apartment Building at No. 972 King Street West
- Application for a Time Limit Exemption Permit

RECOMMENDATION:

That the Commissioner of Public Works and Traffic be authorized to issue, upon request, 11 Time Limit Exemption Permits to each of the first 11 eligible applicants residing in the apartment building at No. 972 King Street West.

Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for $396 in revenue each year from the sale of parking permits to residents of this building.

BACKGROUND:

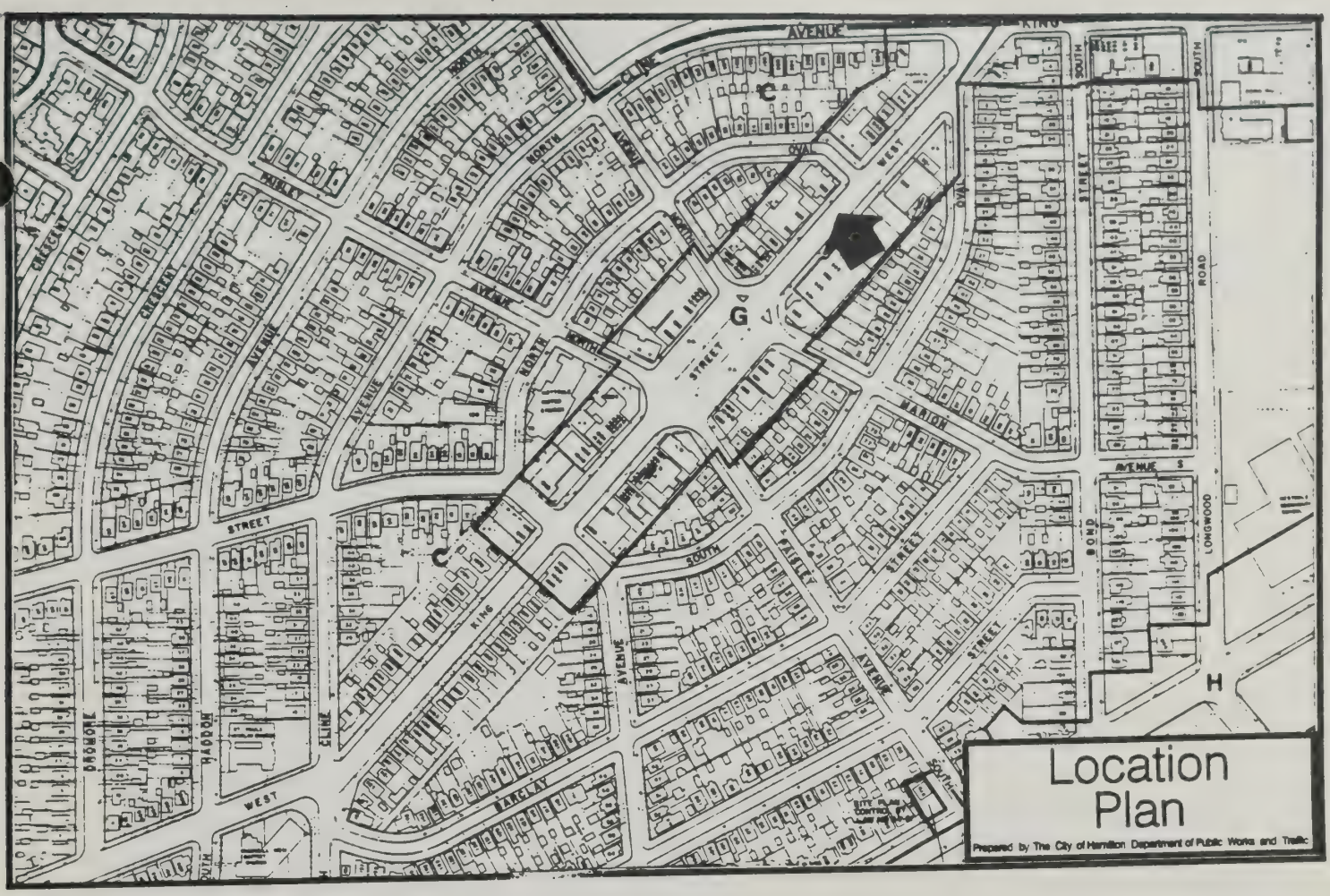
Staff has received a request from Mr. Frank Vella, 972 King Street West, that Time Limit Exemption Permits be issued to the residents of this building.

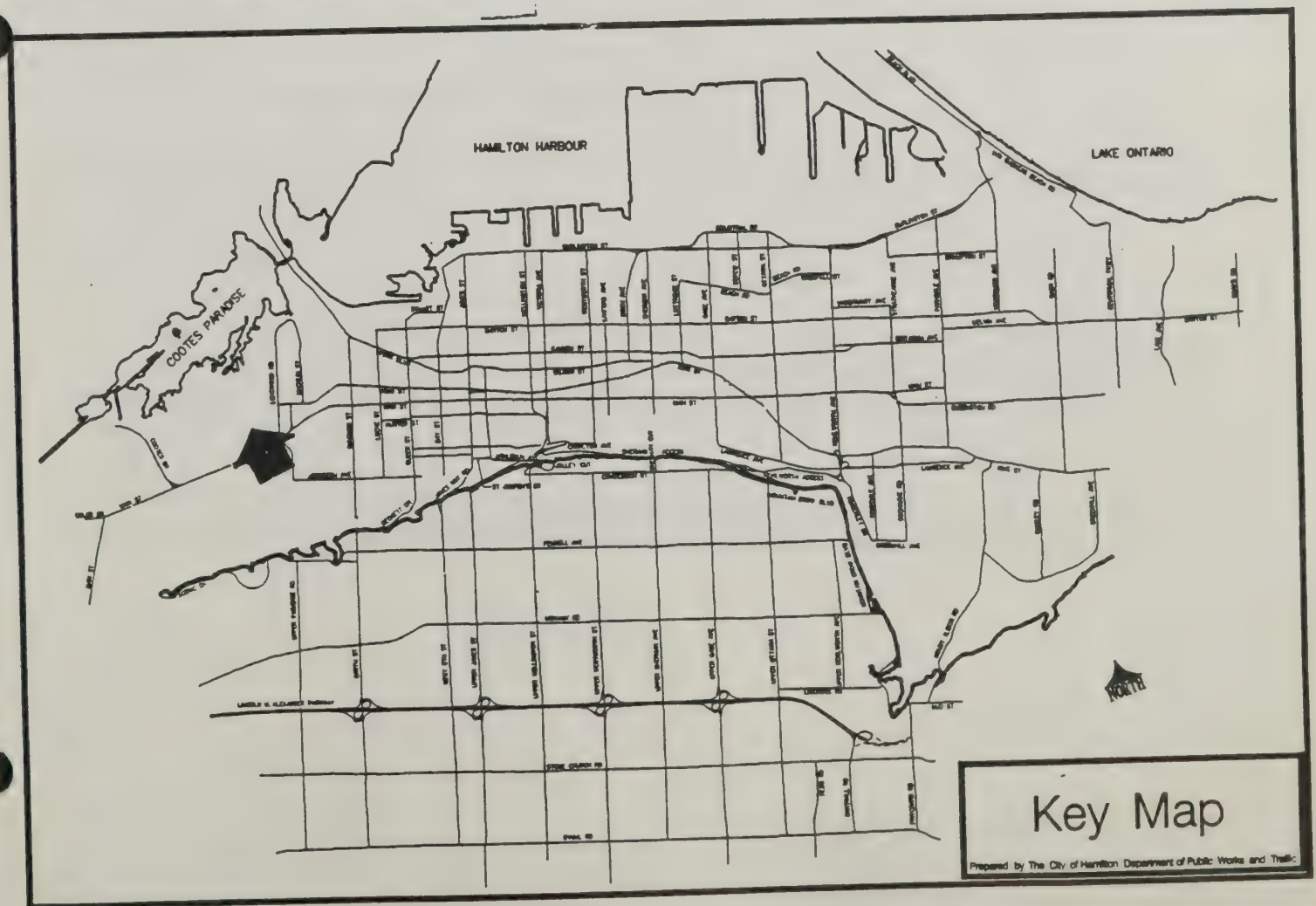
The subject apartment building is located on the north side of King between Marion and North Oval. Mr. Vella has advised that he wishes to park his vehicle within the existing on-street parking time limit spaces nearby. An investigation has revealed that there are 13 dwelling units within the apartment building, and that there are only 6 off-street parking spaces available on the private property.

Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The Zoning By-law requires that a minimum of 17 off-street parking spaces be provided for a new building of this size in this area. Thus, there is a shortage of 11 off-street parking spaces in accordance with the current Zoning By-law requirements.

Periodic observations reveal that streets in this area are heavily parked on during the day. However, since there has only been a moderate demand for Time Limit Exemption Permits in this area, it appears that the parking is generally non-resident, short-term parking. Thus, the issuance of 11 Time Limit Exemption Permits to residents of this building should not create any parking difficulties for area residents. Therefore, staff supports this request, and it would be appropriate to issue a maximum of 11 parking permits to the residents of this building on a first come, first served basis.

CVB/MBH/klk


AVENUE
KING
STREET
G
MARION
AVENUE
BOND
LONGWOOD
ROAD
H
Location
Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(n)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 31
File No. TEC-109-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 275 Paling Avenue – Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the west side of Paling Avenue commencing at a point 705 feet south of Barton Street East and extending to a point 20 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

D Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

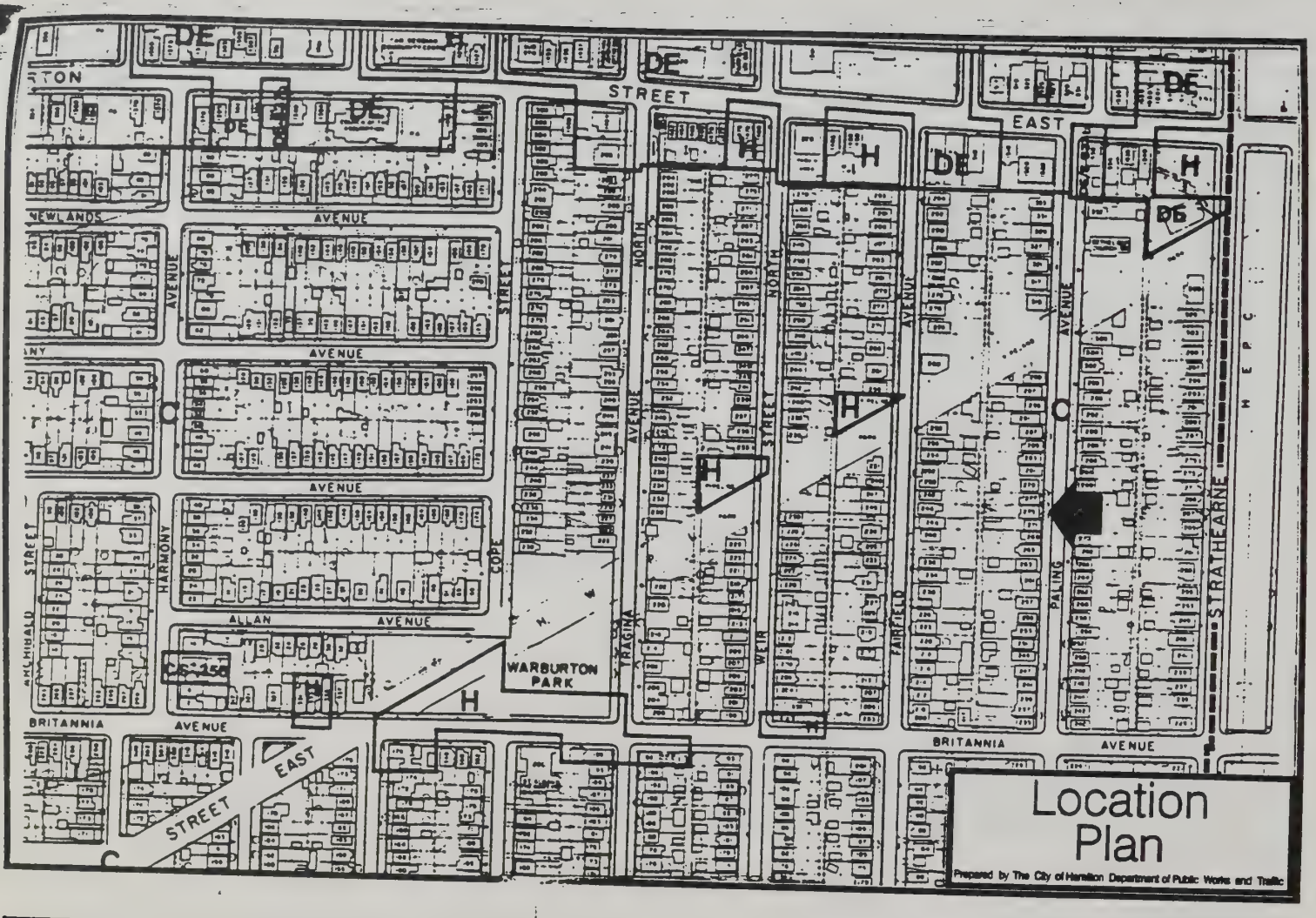
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing the subject sign.

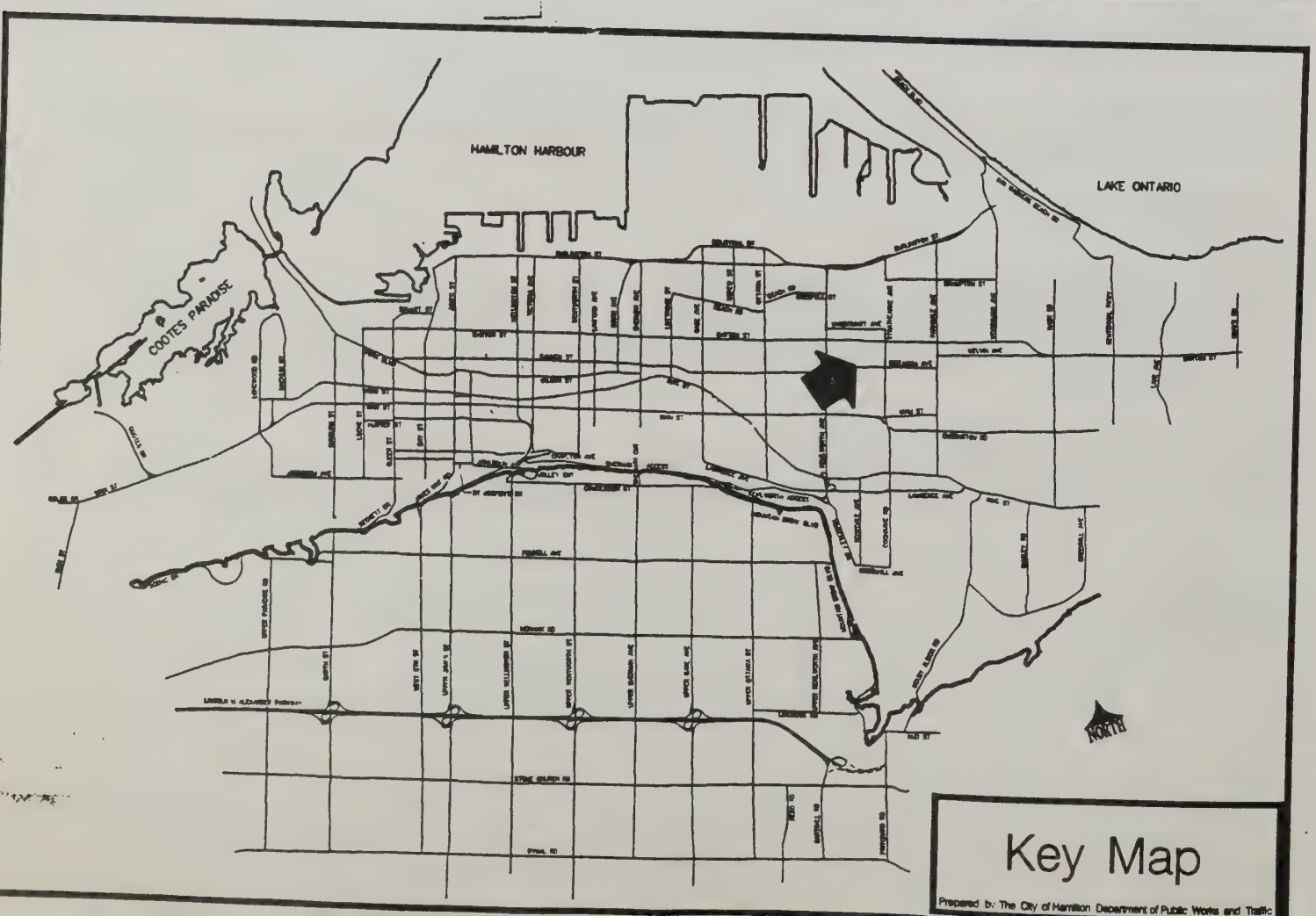
BACKGROUND:

Staff has received a request from Mrs. Harvey, 275 Paling Avenue, that the existing "Permit Parking" space on the west side of the street directly in front of her home be removed since her husband has passed away. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one parking space to the west side of the street which will be controlled by the existing "Alternate Side Parking" regulation.

CVB/MBH/str


STREET
EAST
AVENUE
NORTH
STREET
AVENUE
HARMONY
AVENUE
COPE
ALLAN
AVENUE
WARBURTON
PARK
TRAGINA
AVENUE
WEIR
STREET
FAIRFIELD
AVENUE
PALING
AVENUE
STRATHEARNE
BRITANNIA
AVENUE
BRITANNIA
AVENUE
STREET
EAST
STREET
Location
Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(o)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 April 1
File No. TEC-114-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Pearson Drive - Parking Regulations

RECOMMENDATION:

That a full-time "No Parking" regulation be implemented on the north and east sides of Pearson Drive commencing 152 feet west of Pompano Court and extending to a point 132 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

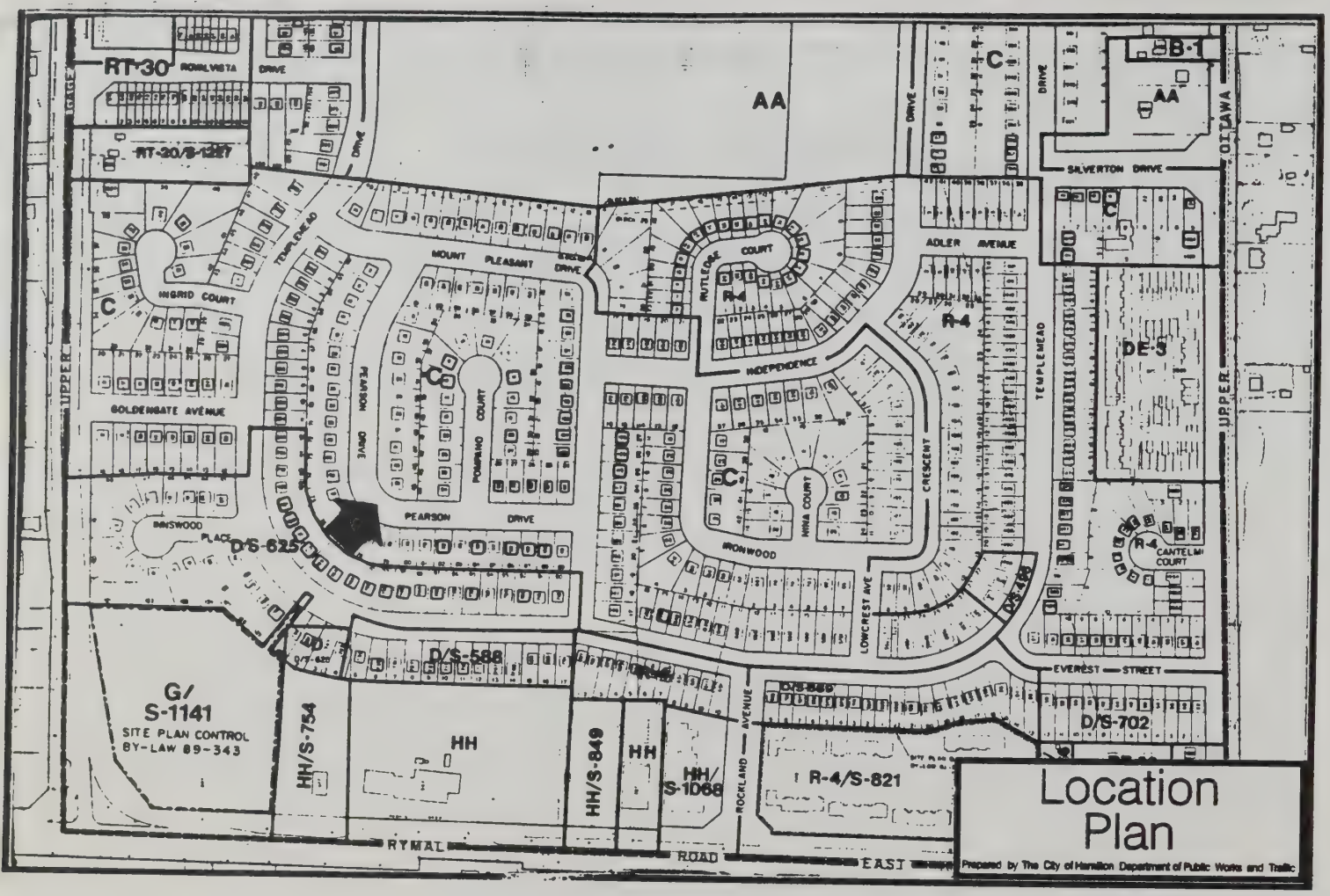
BACKGROUND:

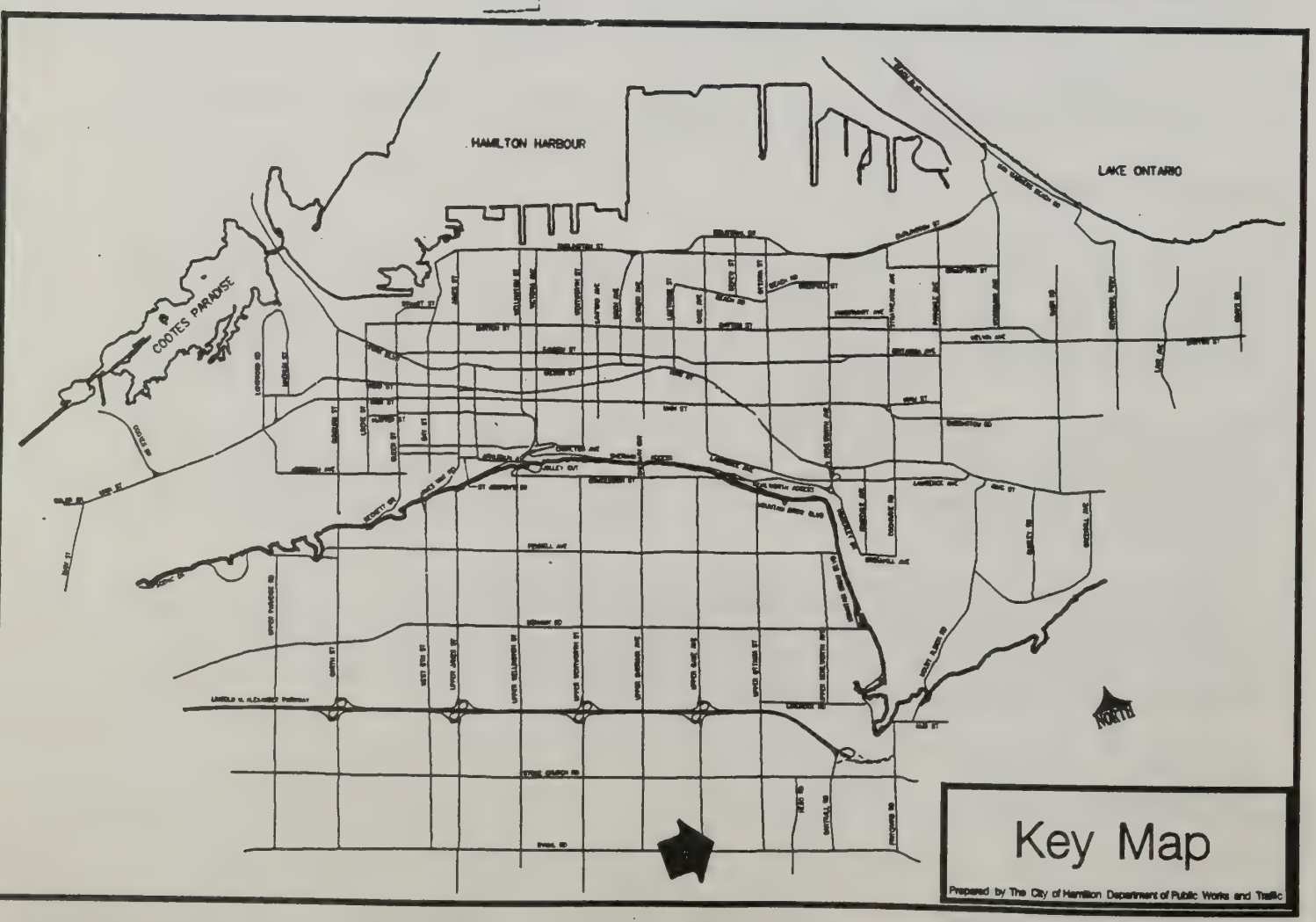
Alderman Tom Jackson has advised of requests from Ms. Palumbo, 55 Pearson Drive and Ms. Scime, 7 Pompano Court, that a full-time "No Parking" regulation be implemented on the north and east sides of the 90 degree bend of Pearson Drive to facilitate two-way traffic flow and improve visibility of on-coming traffic in this area.

Pearson has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. Staff has confirmed that parked vehicles in this area do obstruct two-way traffic flow and visibility to some degree. Therefore, staff concurs with the request.

The implementation of the requested regulation would result in the loss of four on-street parking spaces. However, since parking is permitted on both sides of the street for the remainder of the block, and since all area residents have available off-street parking, staff does not anticipate any parking difficulties for area residents.

CVB/MBH/str


RT-30
RT-20/S-1227
AA
C
B-1
R-4
DE-3
D/S-625
D/S-588
D/S-702
G/S-1141
SITE PLAN CONTROL BY-LAW 89-343
HH/S-754
HH
HH/S-849
HH/S-1068
R-4/S-821
MOUNT PLEASANT DRIVE
INGRID COURT
GOLDENGATE AVENUE
BANSWOOD PLACE
PEARSON DRIVE
POMPANO COURT
RUTLEDGE COURT
INDEPENDENCE
ADLER AVENUE
SILVERTON DRIVE
IRONWOOD
NINA COURT
LOWCREST AVE
CRESCENT
TEMPLEMEAD
CANTELMI COURT
EVEREST STREET
ROCKLAND AVENUE
RYMAL ROAD EAST
UPPER OTTAWA
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(p)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 April 1
File No. TEC-111-99 / Author: S. Russell

REPORT TO: Caroline Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Poulette Street between Hunter Street West and Melbourne Street – Parking Regulations

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Poulette Street between Hunter Street West and Melbourne Street be replaced with a "No Parking" regulation on the west side, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

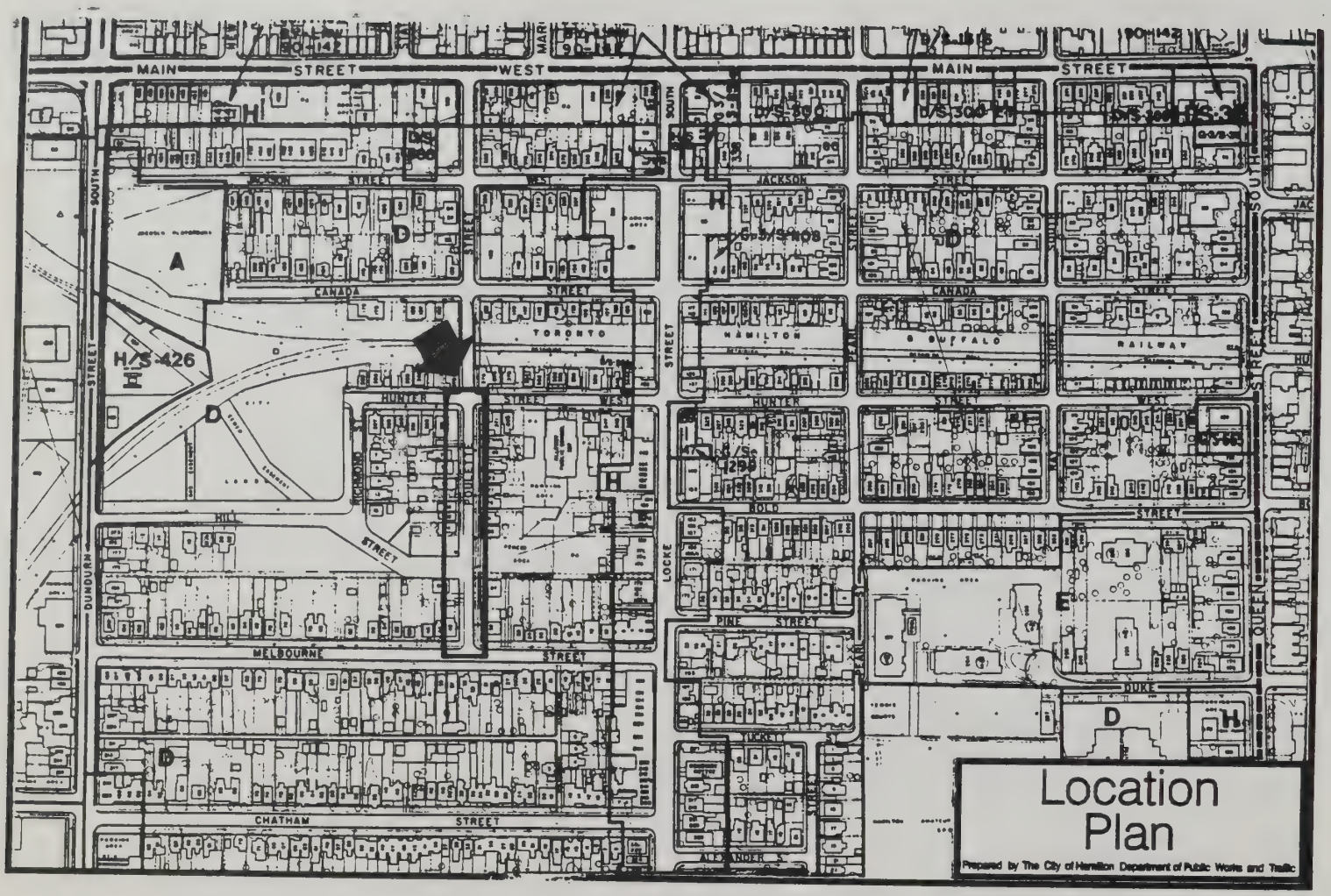
Sufficient funds have been made available in the 1999 operating budget estimates to cover the cost of revising the subject signs.

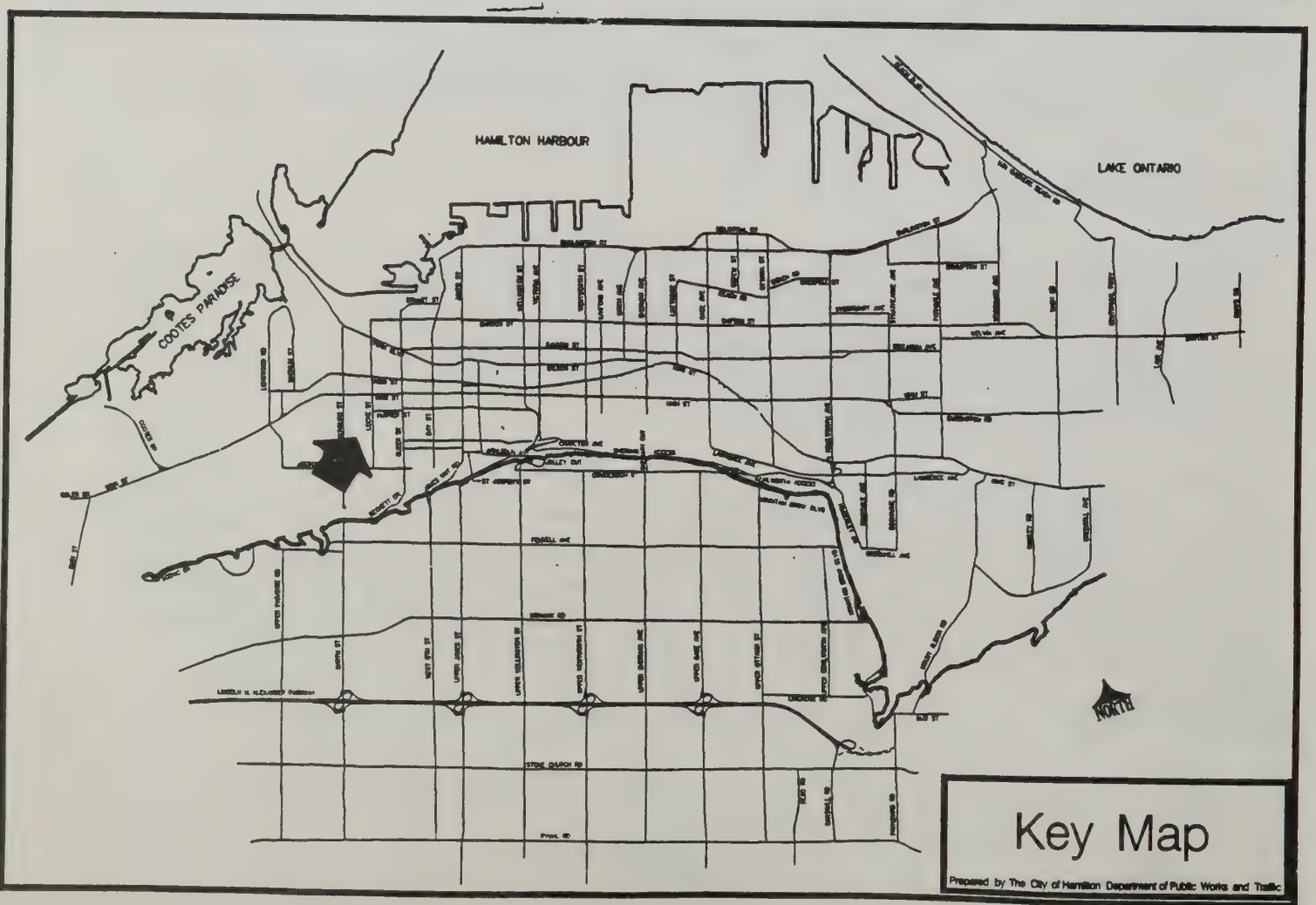
BACKGROUND:

Staff has received a petition signed by representatives of 16 of the 20 single family residential properties abutting Poulette between Hunter and Melbourne requesting that the existing "Alternate Side Parking" regulation be replaced with a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this block. Fourteen of the 16 residents who signed the petition are in favour of changing the regulation and two residents are opposed.

Poulette has a 27-foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition has expressed concern that there are more parking spaces on the east side than on the west side. Staff has confirmed that there are 10 parking spaces on the west side and 13 parking spaces on the east side. Therefore, since 70% of the abutting residents are in favour of the requested changes, staff concurs with the request.

MBH/CVB/str


MAIN STREET WEST
MAIN STREET
JACKSON STREET
CANADA STREET
TORONTO STREET
HAMILTON
BUFFALO
RAILWAY
HUNTER STREET
BOLD STREET
PINE STREET
DUKE
MELBOURNE STREET
CHATHAM STREET
DUNDURN STREET SOUTH
LOCKE STREET
QUEEN STREET SOUTH
H/S-426
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(q)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 23
File No. TEC-097-99 / Author: Chris van Berkel

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 34 Strachan Street West – Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the south side of Strachan Street West commencing 62 feet east of MacNab Street North and extending to a point 20 feet easterly therefrom; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Wayne Dion, 34 Strachan Street West.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

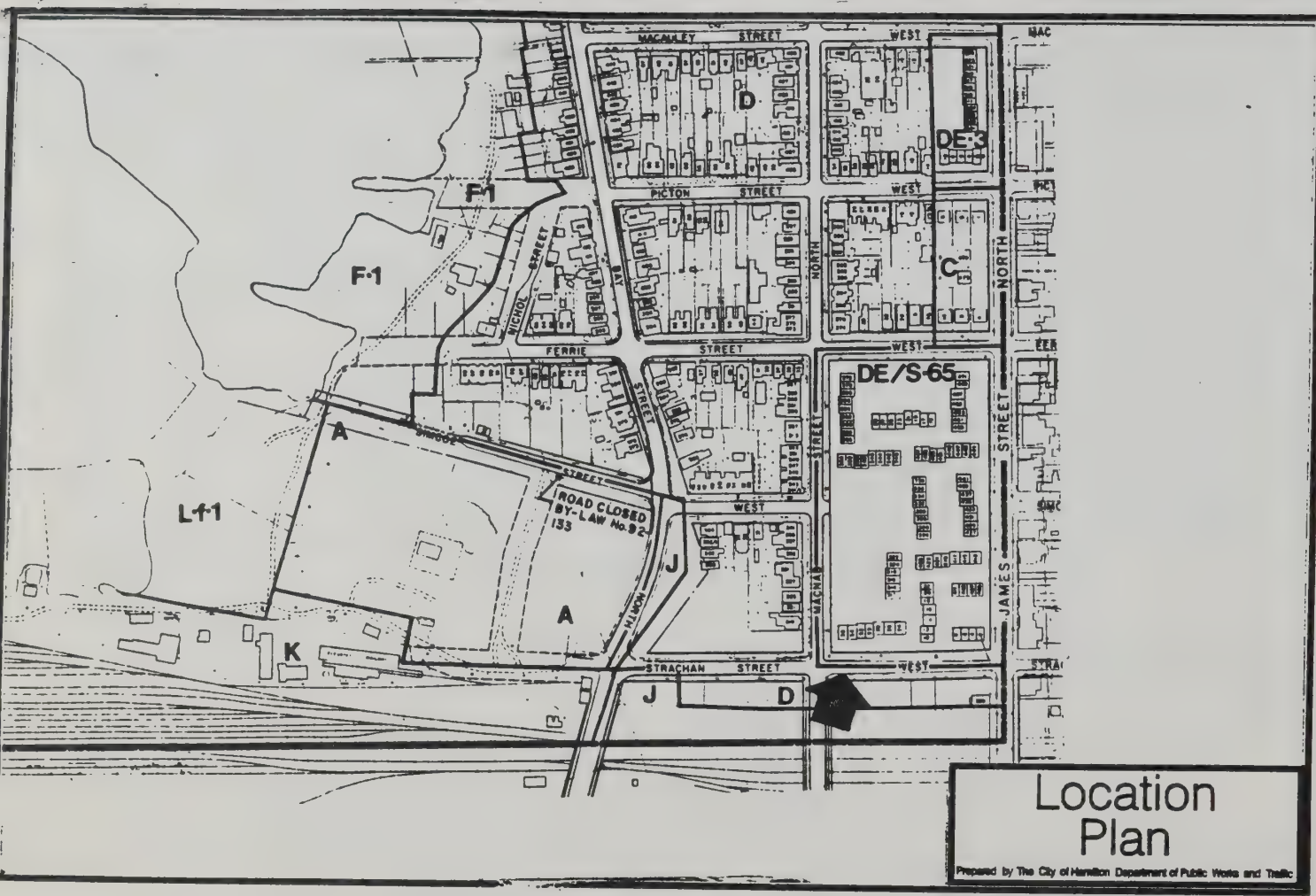
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Wayne Dion, 34 Strachan Street West, that a reserved "Permit Parking" regulation be implemented on the south side of Strachan Street West, in front of his home, since his granddaughter, who resides with him, is disabled.

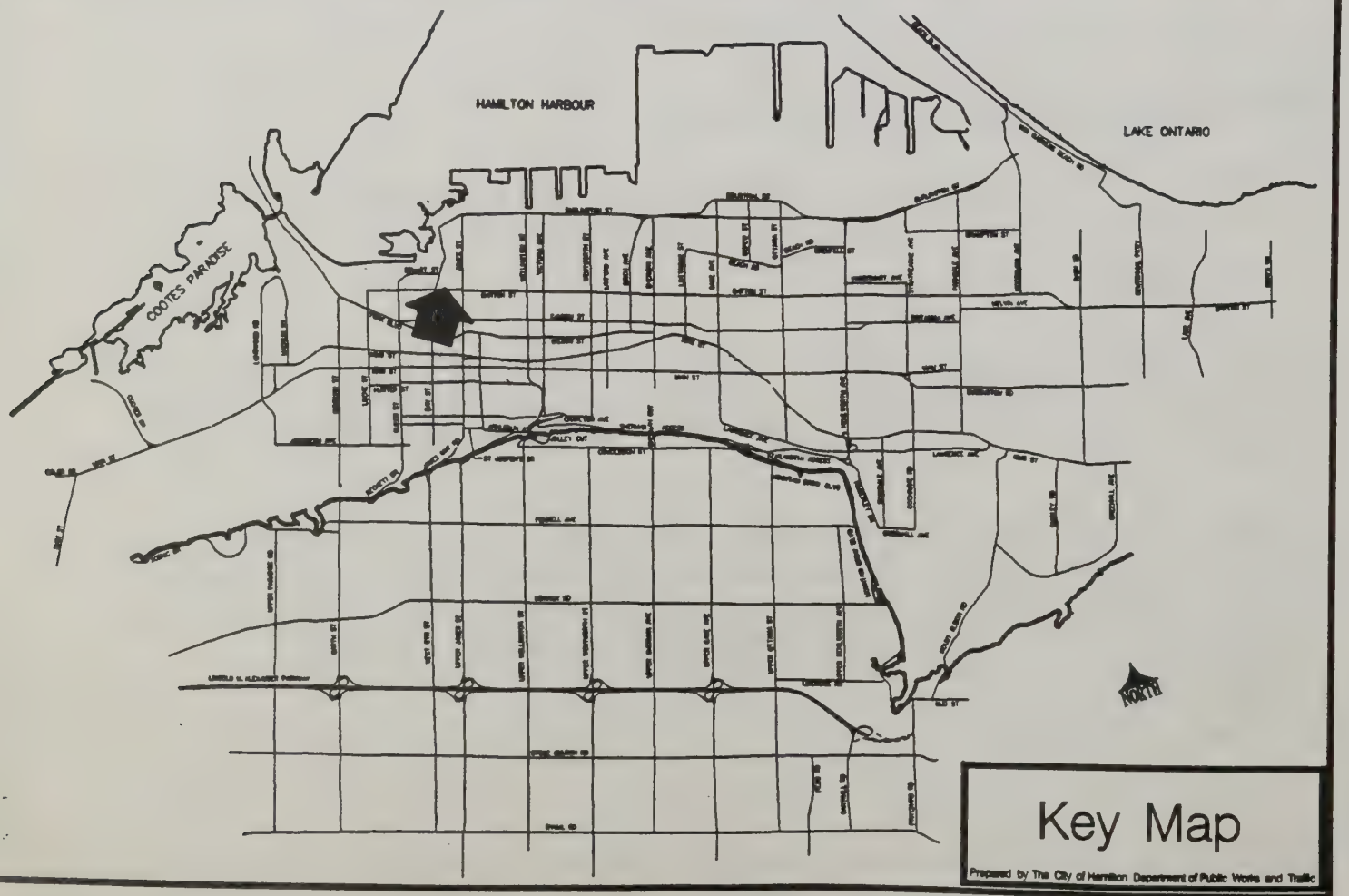
Strachan has a 29-foot pavement width, and presently, there is a "No Parking" regulation on the north side and unrestricted parking on the south side of the street in this area. Staff has confirmed that Mr. Dion meets Councils' criteria respecting the use of reserved "Permit Parking" spaces and therefore, concurs with the request.

CVB/MBH/kag



Location Plan

Prepared by The City of Hamilton Department of Public Works and Traffic



Key Map

Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(r)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 25
File No. TEC-078-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 21 Vansitmart Avenue – Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the north side of Vansitmart Avenue commencing at a point 230 feet west of Harmony Avenue and extending to a point 22 feet westerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

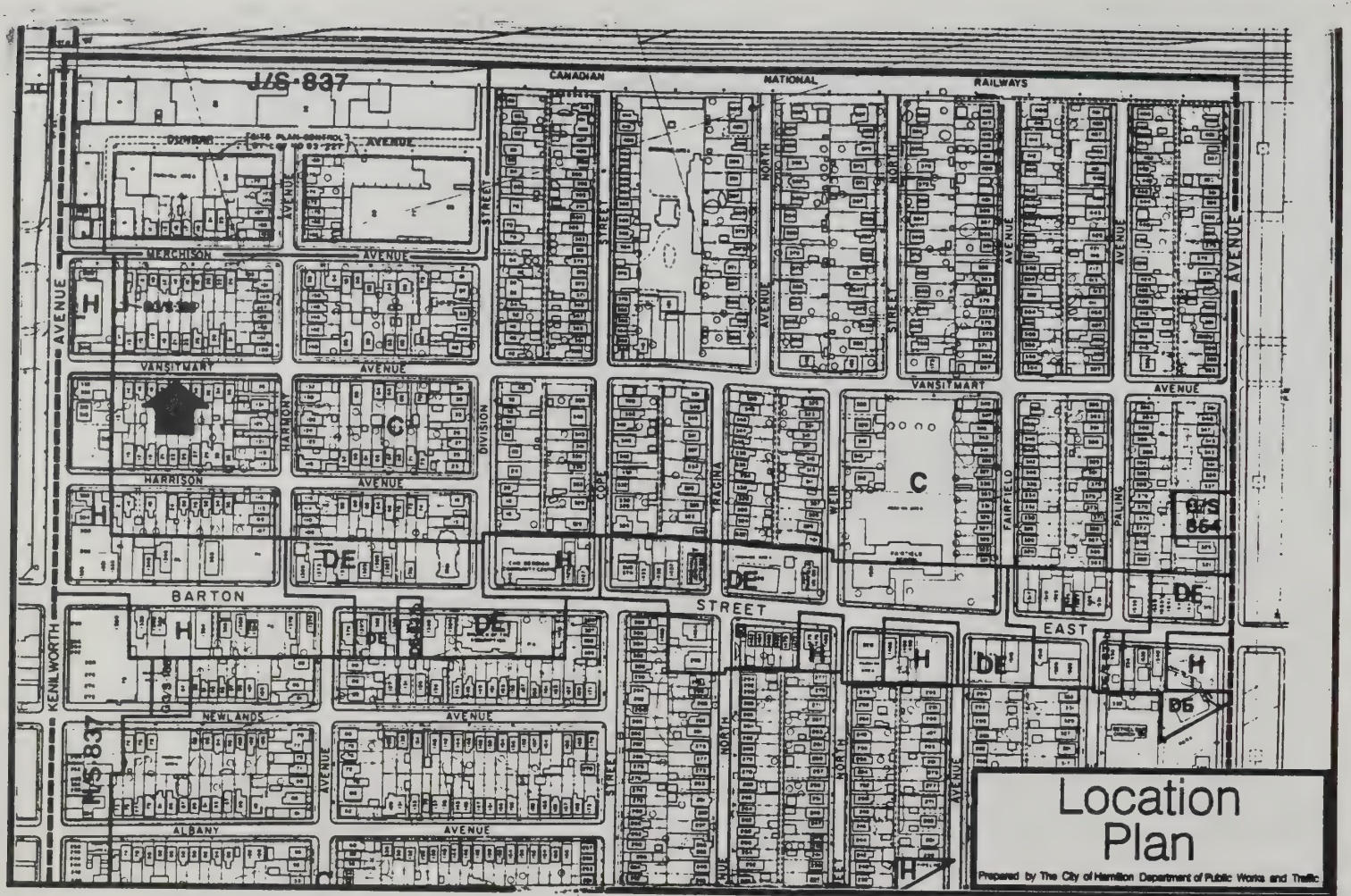
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing the subject signs.

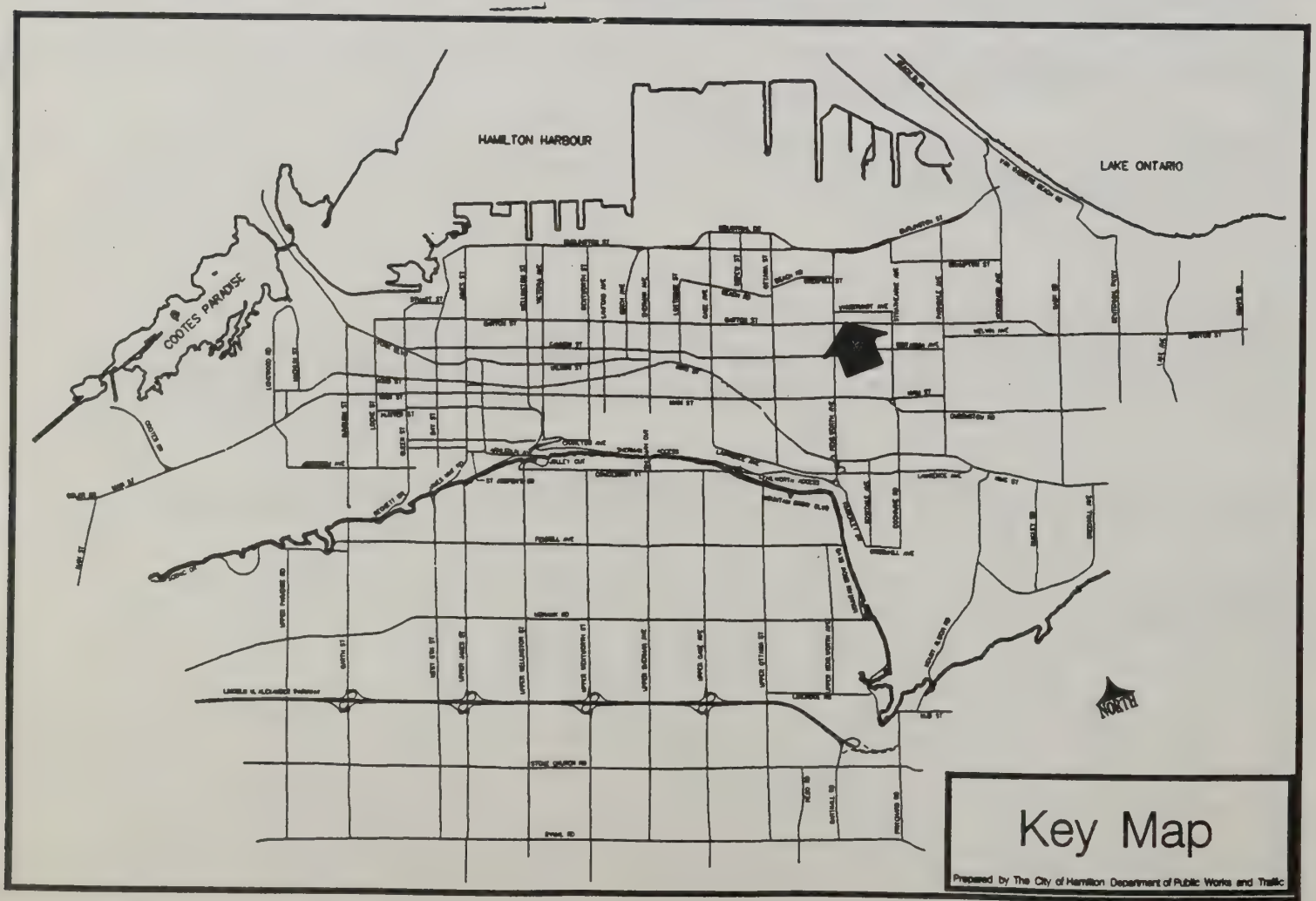
BACKGROUND:

Staff has received a request from Ms. Audra Barnes, 21 Vansitmart Avenue, that the existing "Permit Parking" regulation on the north side of the street in front of her home be removed since she is moving. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted parking space to the north side of the street.

CVB/MBH/klk


CANADIAN
NATIONAL
RAILWAYS
MERCHISON
AVENUE
VANSITMART
HARRISON
BARTON
STREET
EAST
NEWLANDS
ALBANY
KENILWORTH
HARMONY
DIVISION
VIRGINIA
WARD
FAIRFIELD
PALING
H
C
DE
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(i)(s)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 4
File No. TEC-082-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 14 Wexford Avenue North – Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Wexford Avenue North commencing at a point 139 feet north of Main Street East and extending to a point 18 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Carol Peters, 14 Wexford Avenue North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

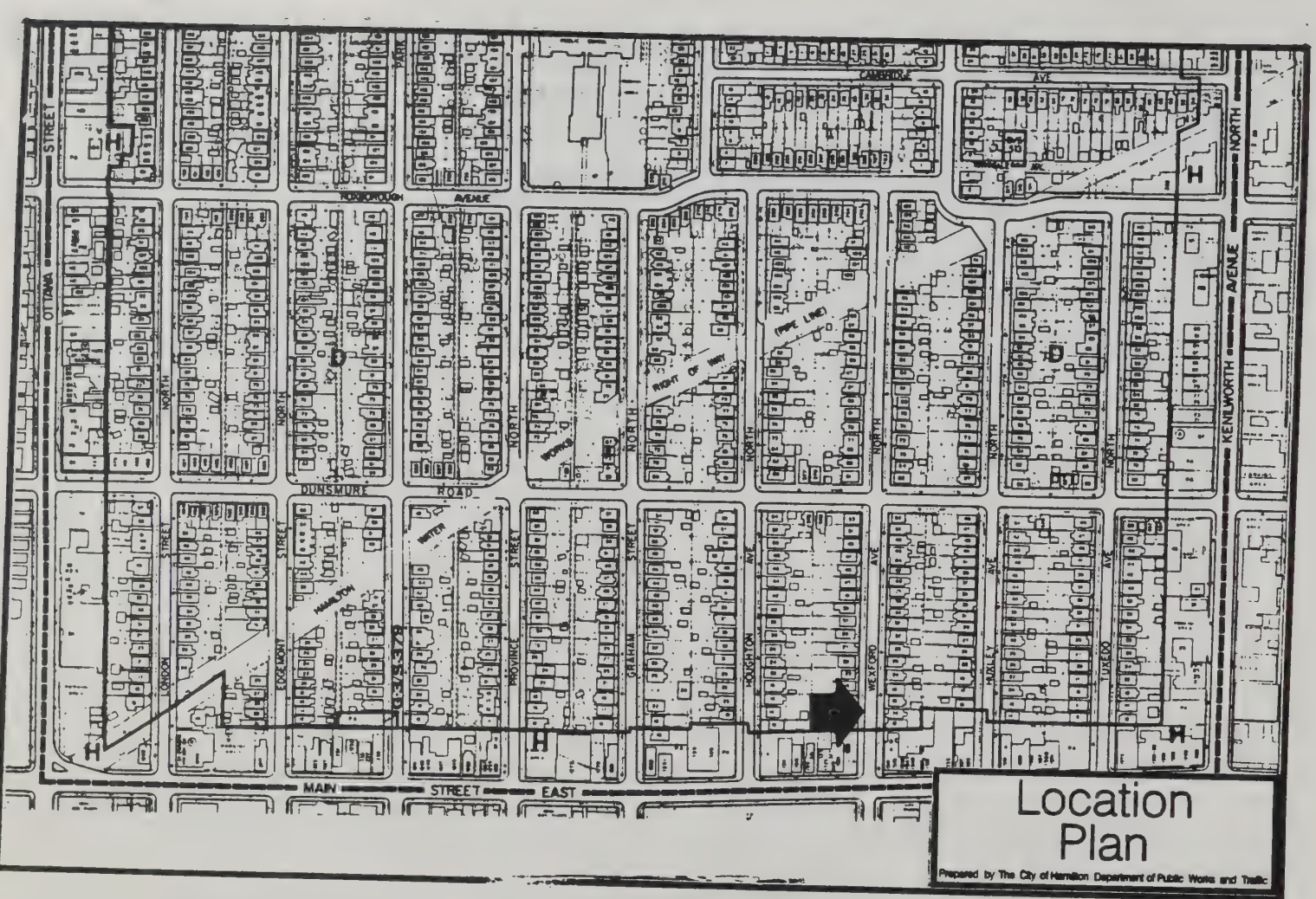
BACKGROUND:

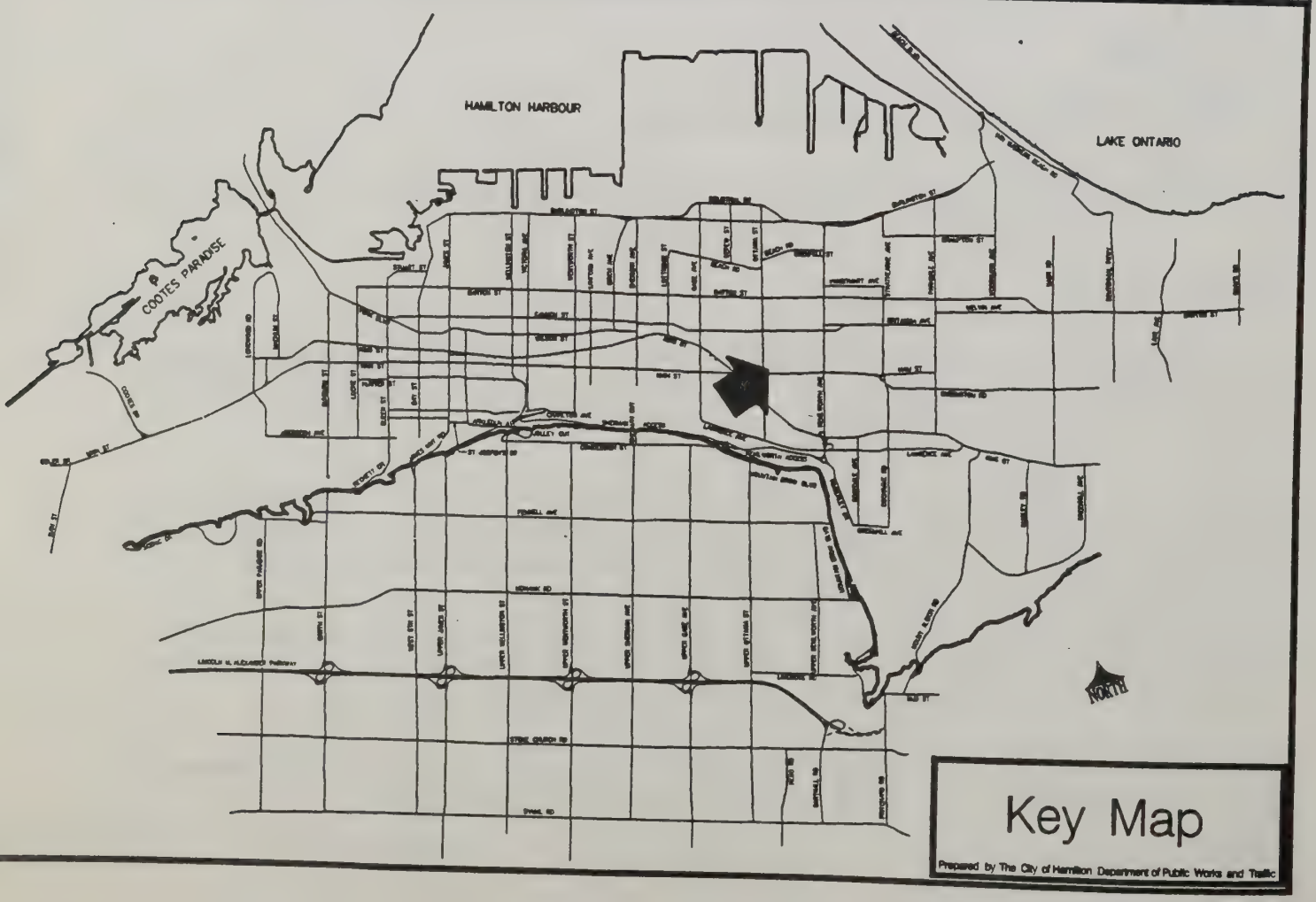
Staff has received a request from Ms. Carol Peters, 14 Wexford Avenue North, that a reserved "Permit Parking" space be designated on the east side of Wexford directly in front of her home, since she is disabled.

Wexford has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. However, Ms. Peters has advised that she requires the space on her side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on her side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

Staff has confirmed that Ms. Peters meets the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, staff concurs with the request.

CVB/MBH/klk


MAIN STREET EAST
DUNSMURE ROAD
KENILWORTH AVENUE NORTH
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 23
File No. TEC-090-99 / Author: Chris van Berkel

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Behan Street and Brendan Court – Intersection Control

RECOMMENDATION:

That southbound traffic on Brendan Court be required to stop for eastbound and westbound traffic on Behan Street, and that the City Traffic By-law 98-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

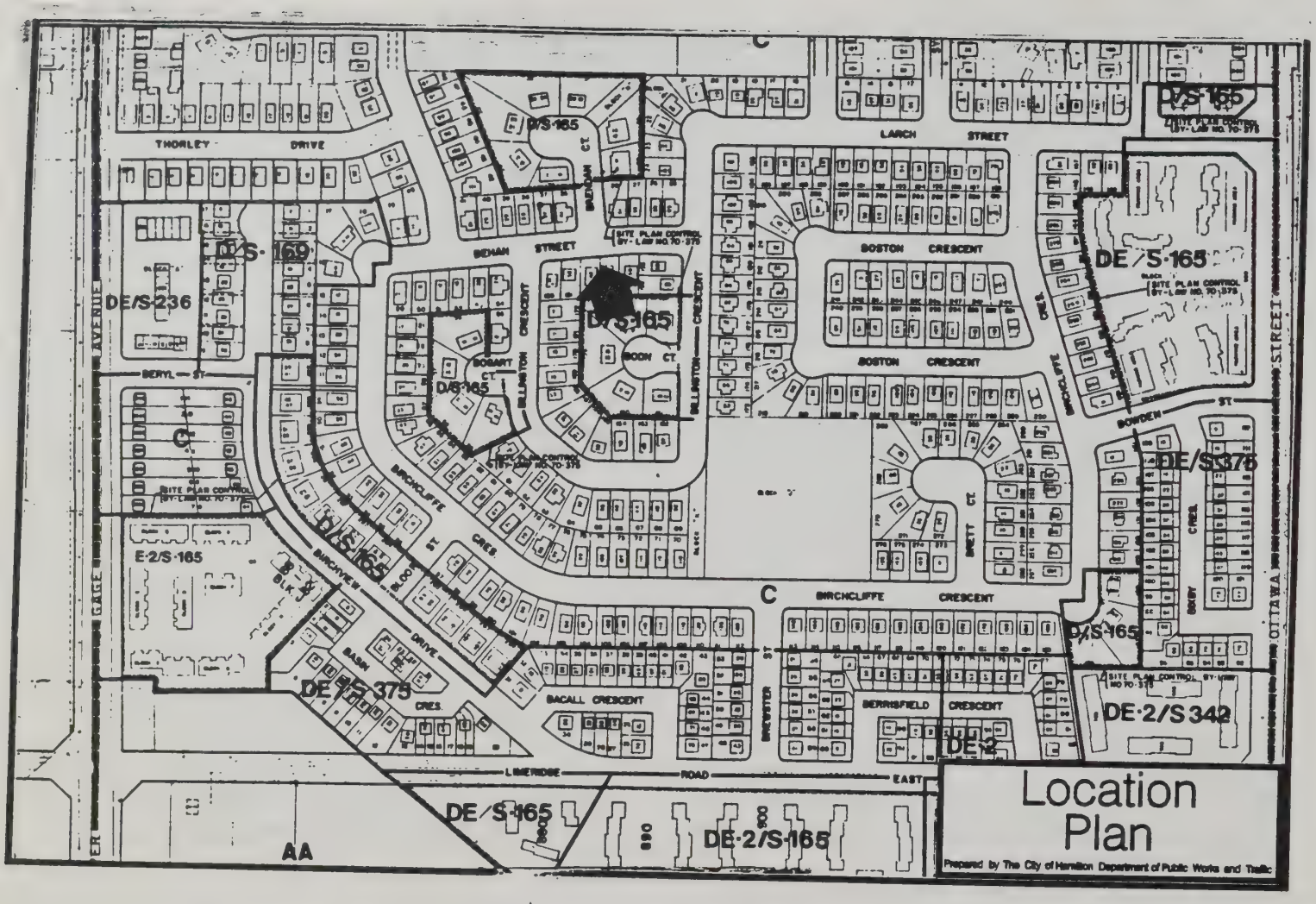
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

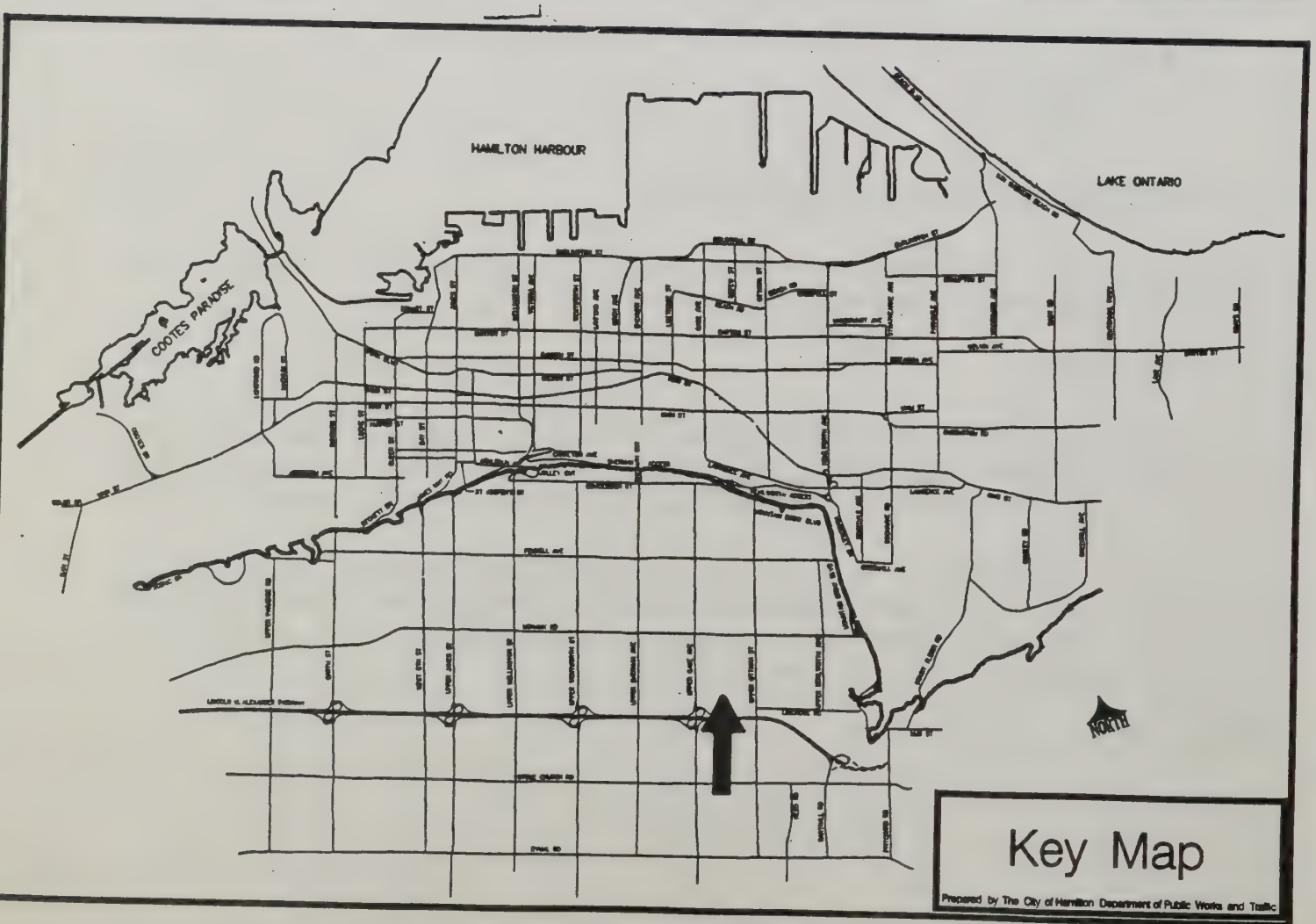
BACKGROUND:

As a result of concerns expressed by Alderman Bob Charters on behalf of Eric Dougherty, 38 Behan Street, staff is recommending that southbound traffic on Brendan Court be required to stop for eastbound and westbound traffic on Behan Street.

The subject intersection is a "T" type intersection and presently, there are no intersection control signs. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable right-hand-rule which may not be clearly understood by all motorists.

CVB/MBH/kag


THORLEY DRIVE
LARCH STREET
BEHAN STREET
BOSTON CRESCENT
BOSTON CRESCENT
BOOM CT.
BOBART CT.
BRICKLIFFE CRES.
BRICKLIFFE CRESCENT
BRETT CT.
BOWDEN ST
BACALL CRESCENT
BERRISFIELD CRESCENT
LINDEN ROAD
EAST
D/S-165
D/S-169
DE/S-236
DE/S-165
DE/S-375
E-2/S-165
DE-2/S-165
DE-2/S342
DE-2
AA
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 23
File No. TEC-088-99 / Author: Chris van Berkel

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Benjamin Drive and Theodore Drive – Intersection Control

RECOMMENDATION:

That eastbound and westbound traffic on Theodore Drive be required to stop for northbound and southbound traffic on Benjamin Drive, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

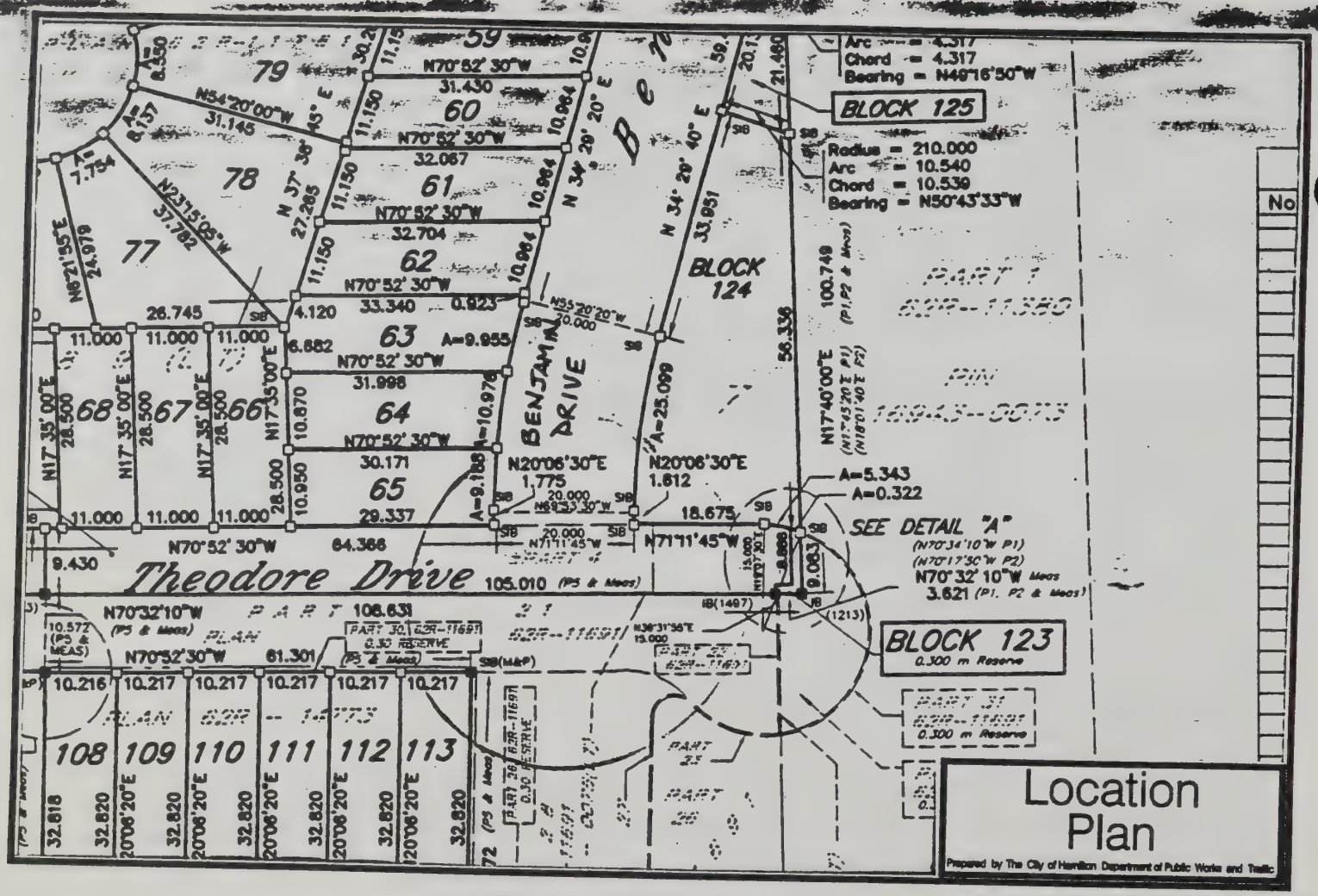
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

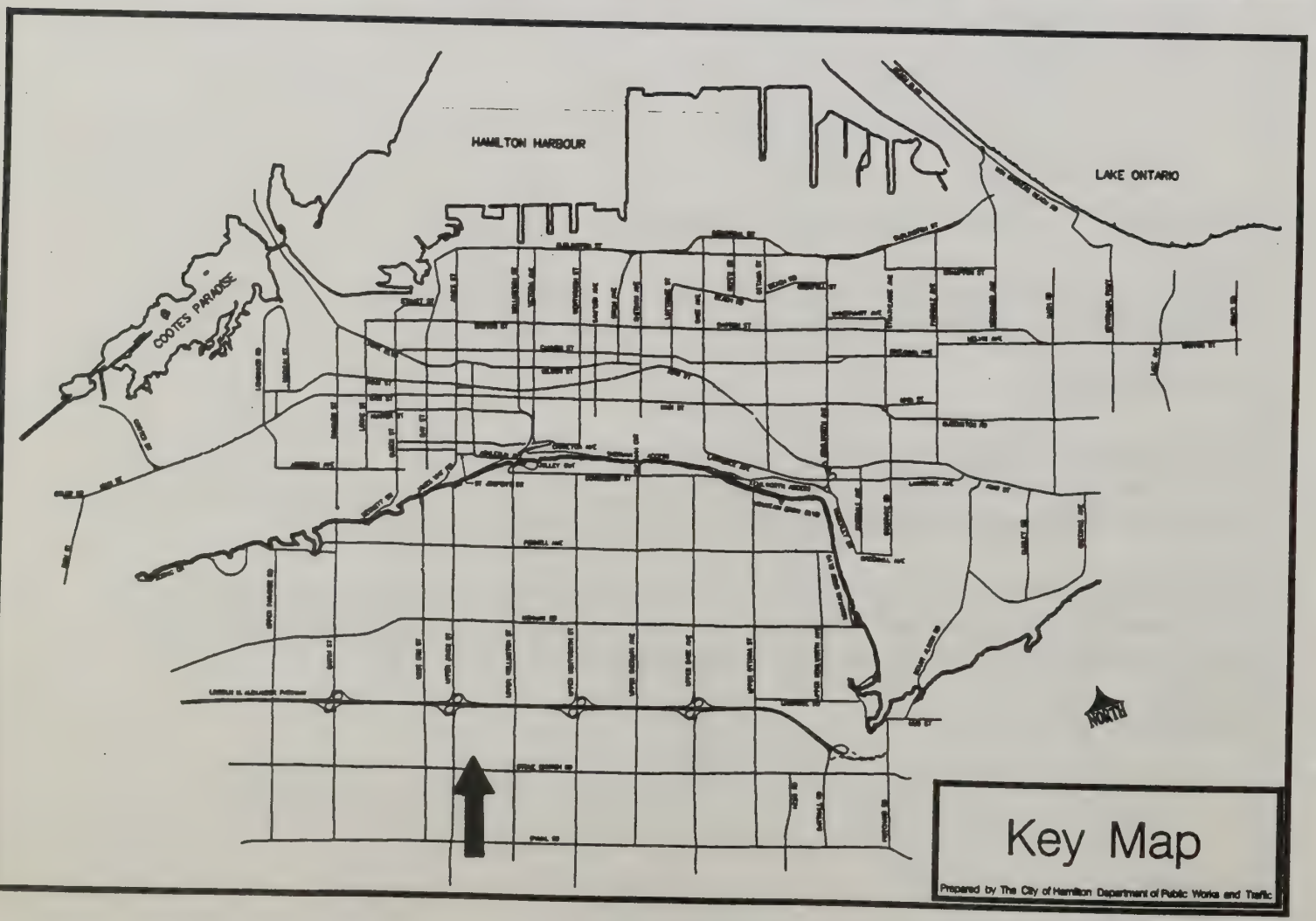
BACKGROUND:

Staff is recommending that eastbound and westbound traffic on Theodore Drive be required to stop for northbound and southbound traffic on Benjamin Drive at this recently constructed four-leg intersection in the Jerome Neighbourhood.

Departmental policy is to control four-leg intersections with two-way stop control, and after reviewing the subdivision plans, staff have determined that eastbound/westbound stop control would be appropriate for this intersection.

CVB/MBH/kag


BLOCK 125
Radius = 210.000
Arc = 10.540
Chord = 10.539
Bearing = N50°43'33"W
BLOCK 124
BLOCK 123
0.300 m Reserve
BENJAMIN DRIVE
Theodore Drive
105.010 (PS & Meas)
SEE DETAIL "A"
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 4
File No. TEC-060-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersections of Corinaldo Drive and Fano Drive
- Intersection Control

RECOMMENDATION:

That northbound traffic on Corinaldo Drive be required to stop for eastbound and westbound traffic on Fano Drive and that eastbound traffic on Corinaldo Drive be required to stop for northbound and southbound traffic on Fano Drive, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

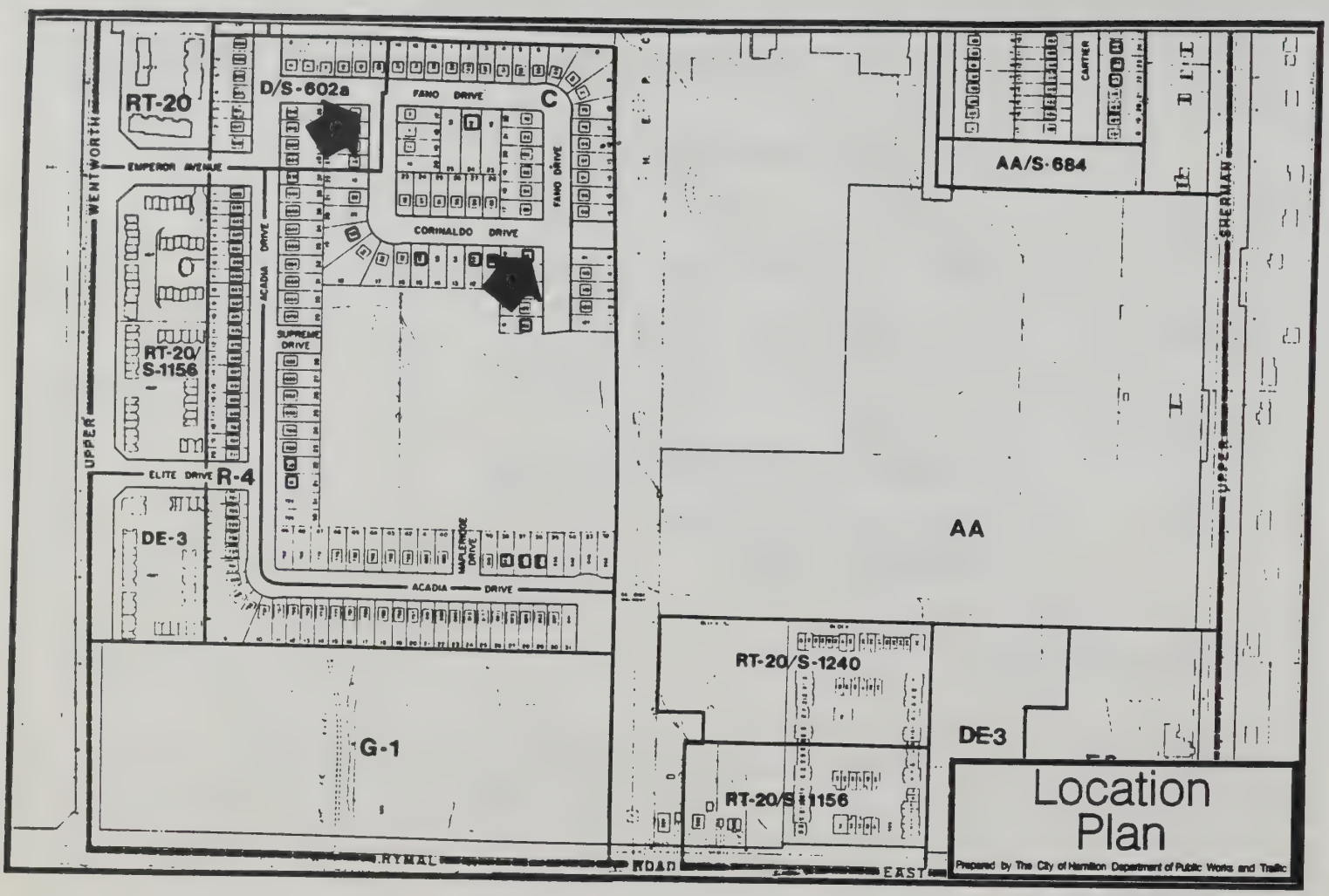
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

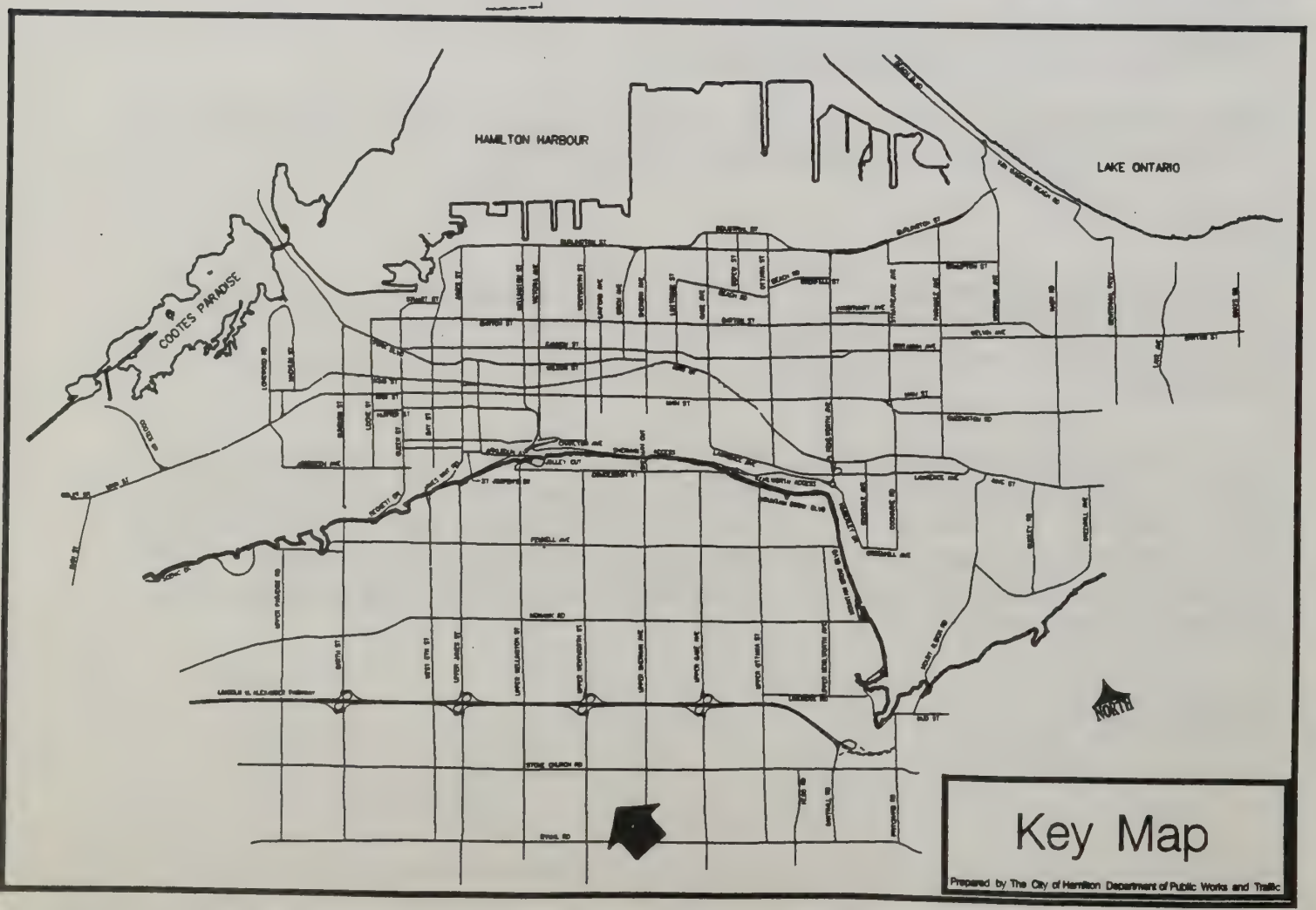
BACKGROUND:

Staff has received a request from Mrs. Hamilton, 43 Fano Drive, that stop control be implemented at both intersections of Corinaldo and Fano. Both intersections are "T" type intersections, and presently, there are no intersection control signs at either intersection.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule", which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that northbound traffic on Corinaldo be required to stop for eastbound and westbound traffic on Fano and that eastbound traffic on Corinaldo be required to stop for northbound and southbound traffic on Fano.

CVB/MBH/klk


RT-20
D/S-602a
C
FANO DRIVE
EMPEROR AVENUE
CORINALDO DRIVE
AA/S-684
CARTER
WENTWORTH
UPPER
SHERMAN
ACADIA DRIVE
SUPREME DRIVE
RT-20/
S-1156
ELITE DRIVE
R-4
DE-3
MAPLERIDGE DRIVE
ACADIA DRIVE
AA
RT-20/S-1240
DE-3
G-1
RT-20/S-1156
RYMAL
ROAD
EAST
Location
Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(ii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 29
File No. TEC-105-99 / Author: M. Hazell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Dunkirk Drive and Ferndale Avenue – Intersection Control

RECOMMENDATION:

That three-way stop control be implemented at the intersection of Dunkirk Drive and Ferndale Avenue, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 departmental operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

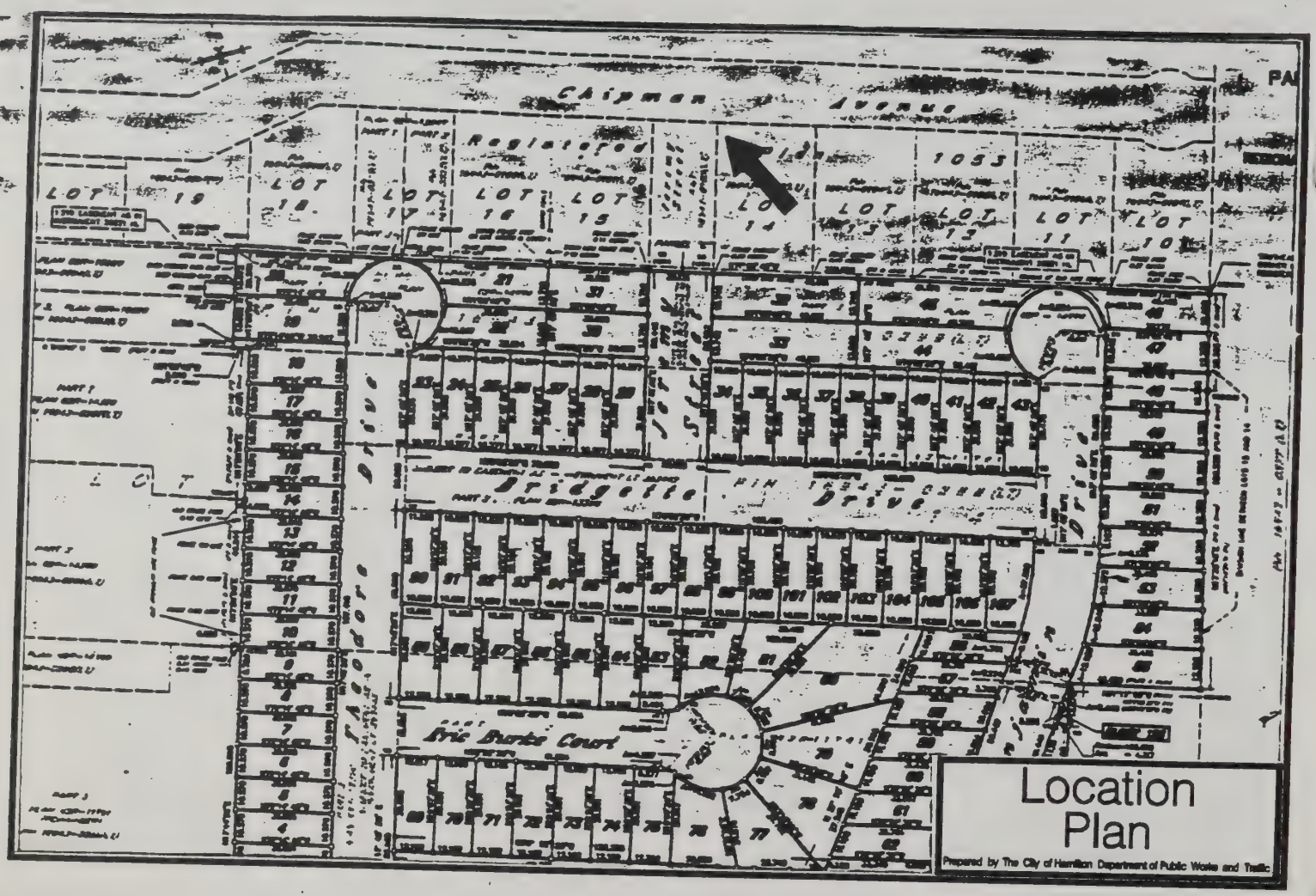
BACKGROUND:

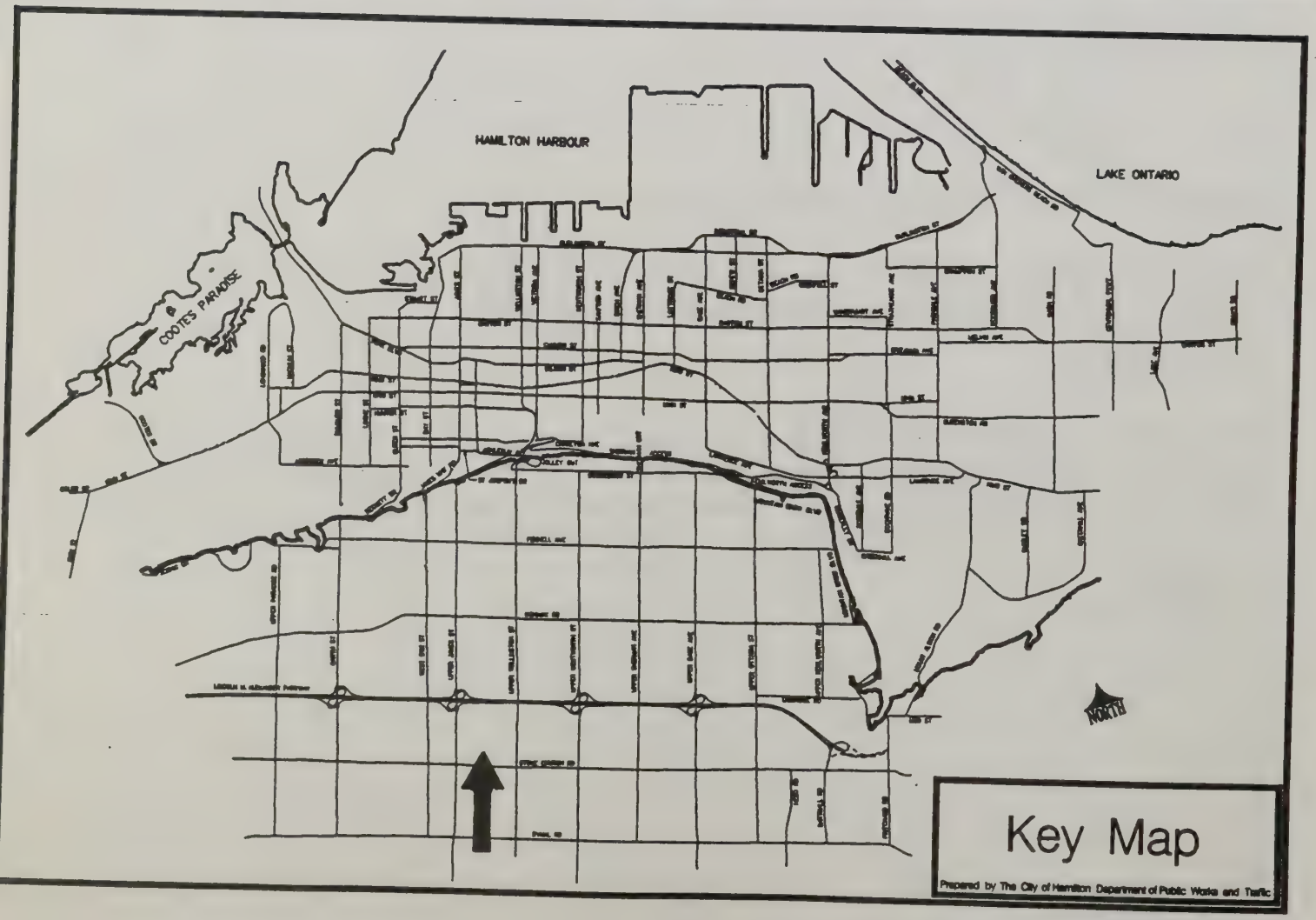
Alderman Chad Collins and staff recently met with several area residents on-site at the intersection of Dunkirk and Ferndale. The residents have, for some time, expressed concern about the speed of traffic and northbound motorists disobeying the existing stop sign, as well as through traffic using Ferndale and Dunkirk as a shortcut to and from the Kenilworth Access.

The subject intersection is a "T" type intersection, and presently, northbound traffic on Ferndale is required to stop for eastbound and westbound traffic on Dunkirk. Records indicate that there have been no reported collisions at this intersection in at least the last seven years. Thus, the intersection is operating safely and all-way stop control cannot improve upon this excellent collision record.

Nonetheless, staff would not object to the implementation of three-way stop control at this location in an effort to reduce the volume of short cutting traffic in this area.

MBH/kag


Chipman Avenue
Eric Banks Court
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 18
File No. TEC-086-99 / Author: T. Arnold

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Ferguson Avenue North and Wilson Street
- School Crossing Guard Request

RECOMMENDATION:

(a) That a School Crossing Guard be assigned to the intersection of Ferguson Avenue North and Wilson Street during the morning and evening school crossing periods only; and,

(b) That consideration be given in the 2000 Current Budget process for an expansion package of $4,000 plus administrative costs for a School Crossing Guard at this location.

Mark B. Hazell for Dlobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning and evening duty times is approximately $4,000 per year, plus administrative costs. This increase can be accommodated within the current (1999) School Crossing Guard Program budget estimates for the remainder of 1999. However, in order to fund this location in 2000, an expansion package will be prepared as part of the 2000 budget process.

BACKGROUND:

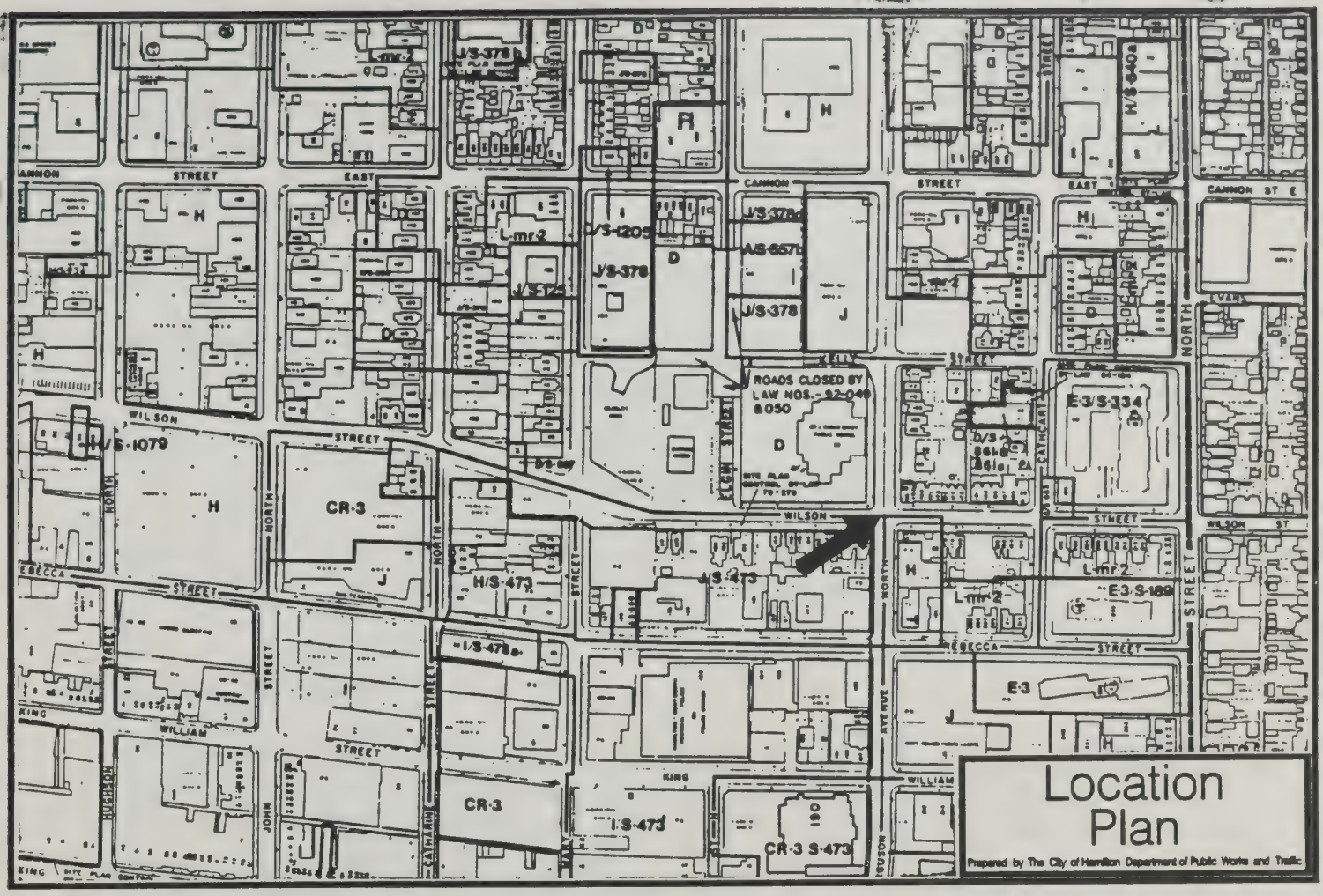
Staff have been contacted by Ms. Toni Stevens, 523 James Street North, with concerns relating to children crossing both Ferguson Avenue North and Wilson Street and the need for a School Crossing Guard.

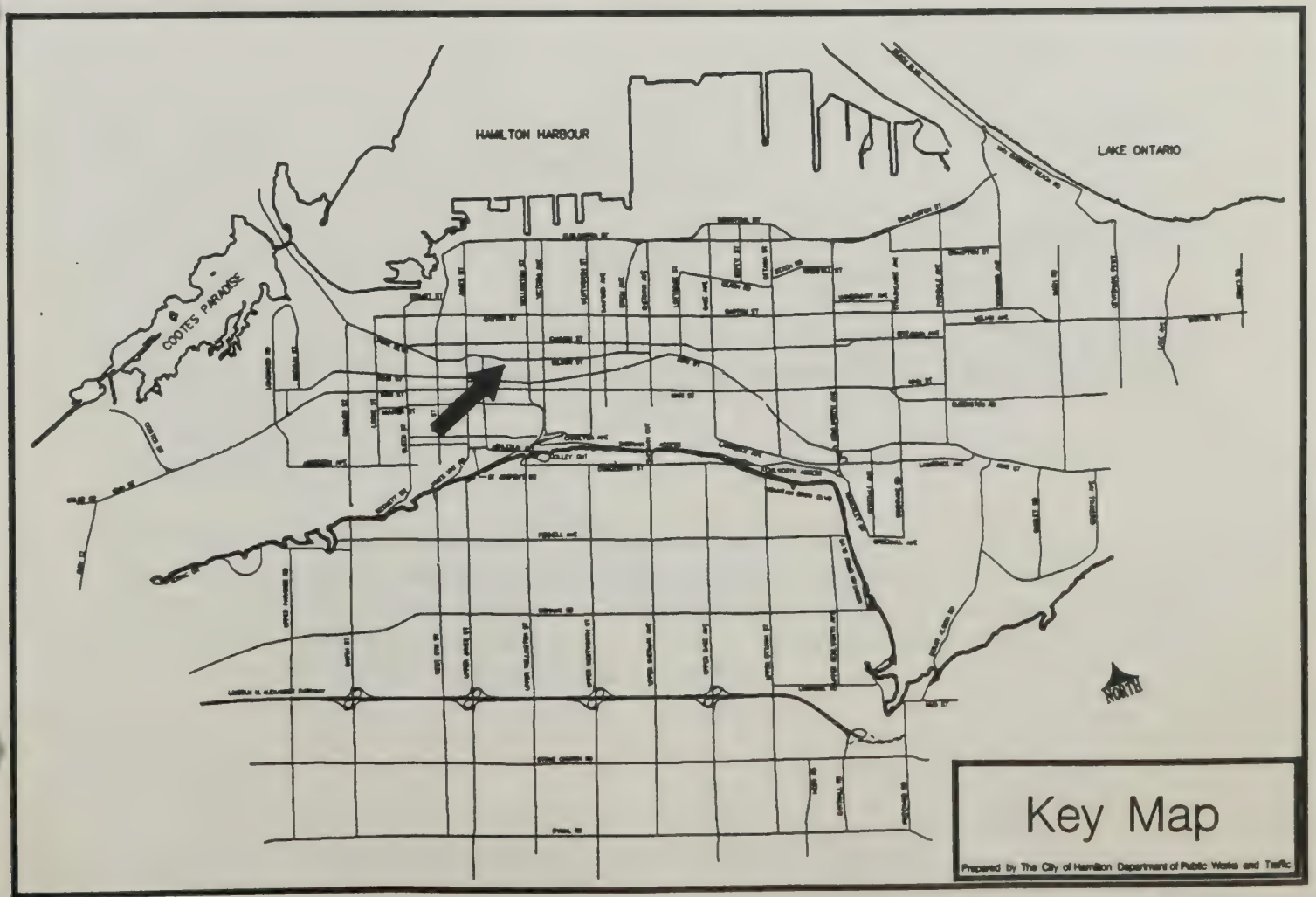
Staff undertook studies at the intersection on 1999 February 24. It was determined that there are approximately 220 crossings of Ferguson and 43 crossings of Wilson during the two crossing periods. This intersection is controlled by a traffic signal, which alternates the right-of-way and allows pedestrians equal opportunity to cross the roadway. However, staff has noted that there are behavioural problems by both motorists and children at the intersection, which are creating a safety problem. It has

been observed that some motorists are not yielding to the children and/or stopping for the traffic signal. In addition, there were several occasions where the children were crossing both streets incorrectly.

It is, therefore, recommended that a School Crossing Guard be hired and assigned to the intersection of Ferguson Avenue North and Wilson Street during the morning and evening school crossing periods.

TA/MBH/klk


Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic
ROADS CLOSED BY LAW NOS.-92-046 & 050
CR-3
H/S-1079
H/S-473
I/S-473
E-3/S-334
E-3/S-189
E-3
CR-3 S-473
WILSON STREET
REBECCA STREET
KING WILLIAM
CANNON STREET EAST
CANNON ST E
NORTH WILSON ST


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 4
File No. TEC-081-99 / Author: J. R. Walshaw

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply of Pedestrian Signal Heads, Vehicle Signal Heads and Pedestrian Pushbuttons

RECOMMENDATION:

That a purchase order be issued to Fortran Traffic Systems Ltd., Toronto, Ontario, for the supply and delivery of pedestrian signal heads and vehicle signal heads required during 1999 by the Traffic Division, being the lowest acceptable bid received in accordance with specifications issued by the Purchasing Division, and that the estimated expenditure of $200,000 be financed through the Traffic Signals Materials Account No. CH-56152-75999.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to purchase the materials as recommended have been budgeted for in 1999. Most of the materials are used on Region Capital Budget projects.

All bids have been evaluated according to the City's purchasing policy regarding Canadian content. The additional cost to the City of Hamilton by awarding this tender using the Canadian Content Policy is $10,630.28.

BACKGROUND:

The tender for the supply and delivery of traffic signal heads in 1999 was advertised and suppliers were invited to submit bids. The low bidder on the items noted was Tacel Ltd. of Toronto. However, when Canadian Content Policy allowances were factored in, the bid of Fortran Traffic Systems was lower. Staff is recommending that the tender be awarded to Fortran Traffic Systems for the noted items.

JRW/HLS/sr

B(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 22
File No. TEC-087-99 / Author: M. White

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply and Delivery of Traffic Sign Posts and Hardware

RECOMMENDATION:

That purchase orders be issued to McKeough Supply Inc., Hamilton, Ontario, Modern Ornamental Iron Works, Hamilton, Ontario and Mechanical Advertising, Oshawa, Ontario, for the supply and delivery of traffic sign poles and hardware as and when required during 1999 by the Public Works and Traffic Department, with an estimated expenditure in 1999 of approximately $350,000 be financed through the Traffic Signs Materials Account No. CH-56154-75999.

M.B. Hall for D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The materials as described will be purchased, as required, for 1999 projects in conjunction with the1999 current budget approval.

BACKGROUND:

The tender for the supply and delivery of traffic sign posts and hardware was advertised and bidders were invited to submit quotes. It is recommended that, as per the attached bidders price list, purchase orders be awarded to the lowest acceptable bidder for each item, being McKeough Supply Inc., Modern Ornamental Iron Works and Mechanical Advertising, who offer materials matching the specifications acceptable to the Traffic Division. With regards to items 1 and 23 on the attached list, the second highest bidder is the recommended supplier as awarding these items to the low bidder in both cases would have resulted in a single commodity being supplied by that supplier. The extra unit cost to be paid for these items is offset by the savings in administrative cost of issuing a purchase order for the single item in each case.

MW/BJM/kag
Attach.

1999 TENDER - SCHEDULE OF CONTRACT PRICES - LOW BID ANALYSIS

PST, Extra - GST, Extra - Delivery, Included

Item No.	Inv No.	Description	Mckeough Supply	Modern Ornamental	Mechanical	Bochek Fabricating	DC Welding	Canadian Roadway	Niagara Plumbing
			Unit Price	Unit Price	Unit Price	Unit Price	Unit Price	Unit Price	Unit Price
1	1748	Bracket 150 End Mount (SNS)	**$11.93**		$12.90			**see note 3 $9.99	
2	1785	Bracket 200 End Mount (SNS)	**$13.73**		$13.90			$14.99	
3	1804	Bracket adapter (SNS)	**$7.19**		$8.85			$12.00	
4	2186	Bracket 4X4 street name cap	**$12.27**		$14.90			$23.00	
5	91821	Bracket round pole clamp	**$7.16**						
6	1772	Bracket 300 extension bar	$2.63	**$1.25**		$3.30	$3.52		
7	1784	Bracket 600 extension bar	$4.48	**$2.50**		$7.00	$5.94		
8	1790	Bracket 750 extension bar	$5.46	**$3.80**		$7.00	$5.90		
9	1796	Bracket 900 extension bar	$7.26	**$4.60**		$10.05	$7.80		
10	1802	Bracket 1050 extension bar	$9.68	**$5.28**		$11.70	$9.43		
11	1838	Bracket sidefire bracket	$6.83	**$3.25**	$19.95	$8.50	$6.61		
12	1862	Bracket "L" bracket	$9.68	**$4.60**		$13.60	$9.95		
13	1910	Bracket 650 side mount	$23.00	**$8.90**		$22.75	$18.26		
14	1916	Bracket 950 side mount	$26.16	**$12.24**		$26.15	$21.78		
15	1693	Bracket H.S.R. pole mount	$22.95	**$5.00**					
16	1810	Bracket 450 face mount	$18.49	**$9.12**		$22.20	$15.95		
17	1811	Bracket 600 face mount	$23.50	**$10.68**		$22.70	$16.69		
18	1813	Bracket 750 face mount	$26.60	**$12.24**		$23.20	$17.95		
19	1812	Bracket 900 face mount	$26.50	**$13.80**		$23.70	$18.93		
20	1874	Bracket 280 tie down	$5.23	**$1.80**		$7.75	$6.20		
21	1875	Bracket 480 tie down	$6.65	**$2.54**		$9.50	$7.37		

1999 TENDER - SCHEDULE OF CONTRACT PRICES - LOW BID ANALYSIS

PST, Extra - GST, Extra - Delivery, Included

Item No.	Inv No.	Description	Mckeough Supply Unit Price	Modern Ornamental Unit Price	Mechanical Unit Price	Bochek Fabricating Unit Price	DC Welding Unit Price	Canadian Roadway Unit Price	Niagara Plumbing Unit Price
22	1456	Bracket flange coupling	$28.10	**$8.00**		$24.50	$21.75		
23	1463	Bracket 150 flange coupling	**$9.90**						** see note 3 $9.75
24	4625	25mm square post	**$6.80**	$14.90	$7.80	$15.00		$7.20	
25	4412	Combination meter posts	$50.60	**$45.00**					
26	4418	Combination meter posts	$62.50	**$50.00**					
27	4592	2" round post 2750 *	**$20.80**	$29.00				$26.42	$20.40
28	4604	2" round post 3050 *	**$22.75**	$32.20				$28.83	$22.60
29	3578	2" round insert c/w 92585 *	**$9.40**						$11.32
30	92585	2" coupling	**$1.35**					$2.96	$1.50
31	3579	1 1/2" drop pipe *	**$3.05**	$7.90					$2.65
32	4706	"U" channel 2 1/2" X 3660	**$16.42**					$17.46	
33	4707	"U" channel 2 1/2" X 3050	**$13.69**					$14.54	
34	4701	"U" channel 3 1/2" X 3660 *	**$13.46**					$18.92	
35	4702	"U" channel 3 1/2" X 3050	**$11.62**					$16.10	
36	4700	"U" channel 3 1/2" X 525	**$6.30**					$9.05	
37	96741	"U" channel spacers	**$0.68**		* note 1 $0.59				
38	96745	"U" channel spacers	**$0.33**					$0.40	
39	96746	"U" channel spacers	**$0.56**					$0.80	
40	1870	Street name sign "T"	**$8.52**		$8.75			$12.00	
41	1689	Double sided round pole clamp	$7.50		**$7.40**				
42	1872	Bracket cantilever wing	$31.25		**$13.90**			$18.00	
43	2180	Street name cap	**$7.84**						
44	2181	Street name cap	**$7.50**						
45	1805	Adapter square (SNS)	**$6.48**		$8.95				

1999 TENDER - SCHEDULE OF CONTRACT PRICES - LOW BID ANALYSIS

PST, Extra - GST, Extra - Delivery, Included

Item No.	Inv No.	Description	Mckeough Supply	Modern Ornamental	Mechanical	Bochek Fabricating	DC Welding	Canadian Roadway	Niagara Plumbing
			Unit Price	Unit Price	Unit Price	Unit Price	Unit Price	Unit Price	Unit Price
		Total Awarded Tender value	$250,000.00	<$60,000.00	<$60,000.00				

Notes:
1 Items 27-31 to be awarded to only one supplier
2 Items 32- 39 to be awarded to only one supplier
3 Items not awarded to low bidder as that supplier not awarded anything else. Awarded to second low bid.
4 Recommended supplier and cost shown in large, underlined, bold unit price.

B(iii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 26
File No. TEC-103-99 / Author: J. R. Walshaw

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply and delivery of Traffic Signal Controllers

RECOMMENDATION:

That purchase orders be issued to Intrex Inc, St. Albert, Alberta, and to Fortran Traffic Systems Ltd., Toronto, Ontario, for the supply and delivery of traffic signal controllers and associated equipment required during 1999 by the Traffic Division, being the acceptable bids received in accordance with specifications issued by the Purchasing Division, and that the estimated expenditure of $500,000 be financed through the Traffic Signals Materials Account No. CH-56152-75999.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to purchase the materials as recommended have been budgeted for in 1999. Most of the materials are used on Region Capital Budget projects.

BACKGROUND:

The tender for the supply and delivery of traffic signal controllers in 1999 was advertised and suppliers were invited to submit bids. The low bidder, Intrex Inc. has supplied traffic signal controllers to the City previously, can supply the required quantity of equipment and service it. The bulk of the equipment purchase would be from Intrex.

Fortran Traffic Systems has supplied control equipment for the past five years, and a large quantity of their equipment is in service. Optimum operation of traffic signals requires that groups of signals adjacent to each other be interconnected with a master control system, and that all controllers within a control grouping be of the same make and model. Therefore it will be necessary to purchase some of the required equipment from Fortran Traffic Systems in order to maintain established control groups. Staff therefore recommends that a small quantity of signal controllers be acquired from Fortran Traffic Systems.

JRW/HLS/sr

B(iii)(e)

City of Hamilton

- RECOMMENDATION -

DATE: 1999 March 30
File No. TEC-107-99 / Author: S. Russell

REPORT TO: Caroline Biggs, Acting Secretary
Transportation and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: James Street North between Barton Street and Murray Street - Parking Meter Duration

RECOMMENDATION:

That the duration of the existing parking meters on both sides of James Street North between Barton Street and Murray Street be changed from one hour to two hours, and that City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

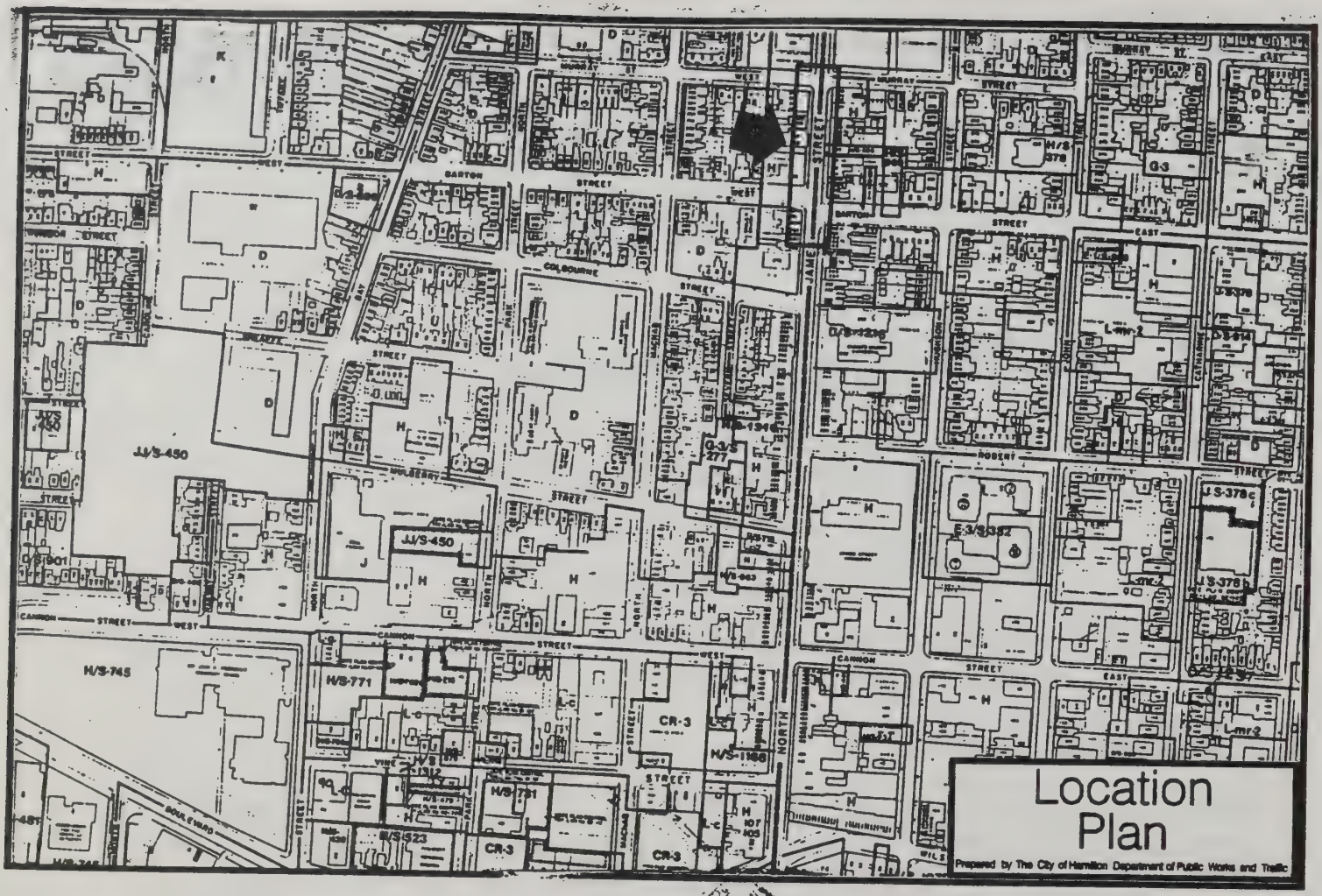
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of modifying the subject meters.

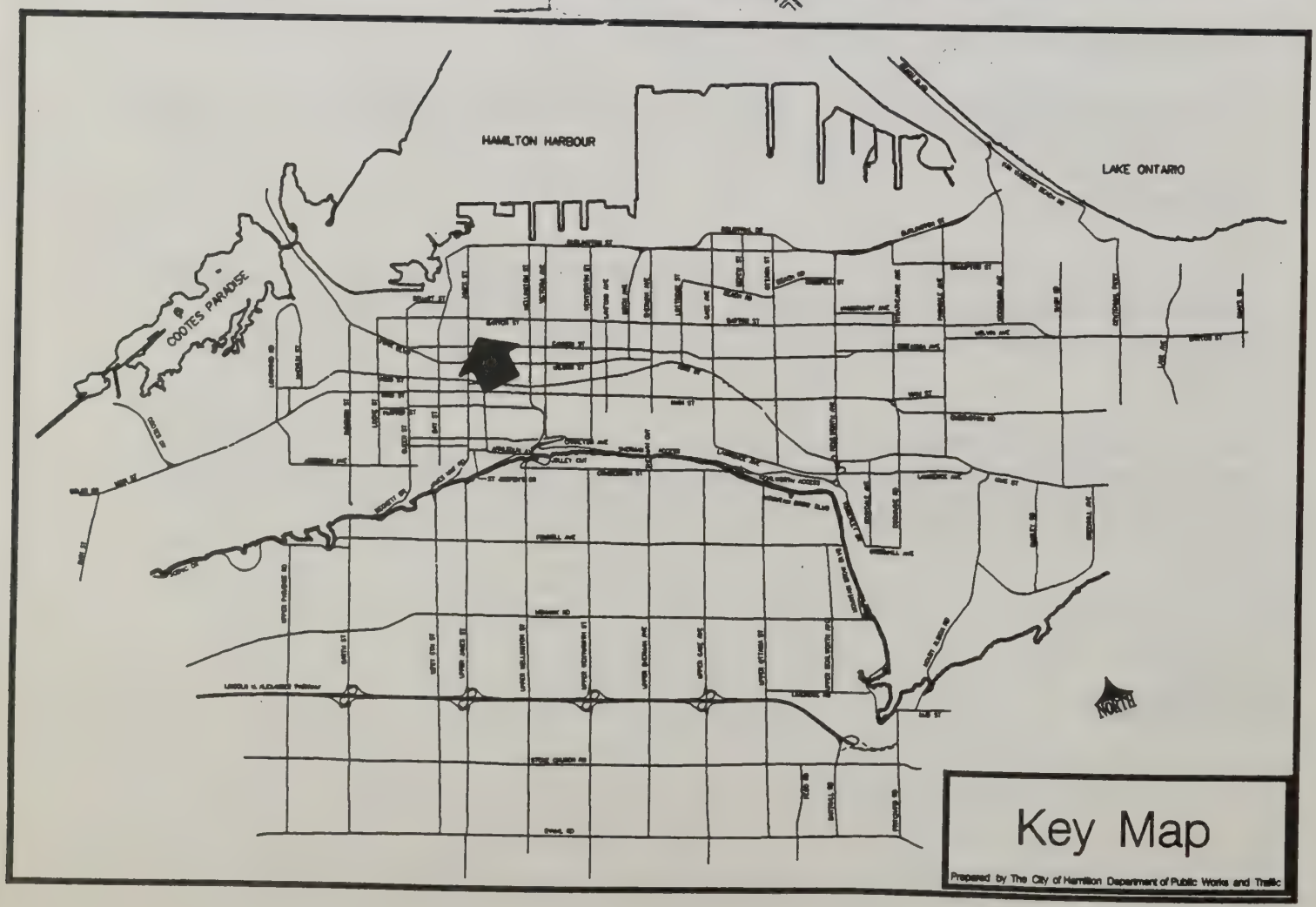
BACKGROUND:

Alderman Ron Corsini, acting on behalf of the area merchants, has requested that the duration of the existing parking meters on both sides of James between Barton and Murray, be changed from one hour to two hours, to provide less restrictive customer parking.

Parking meters are intended to manage the rate of parking turnover for the benefit of the businesses adjacent to the regulated area, and since the merchants in the subject area have indicated a desire for longer term parking, staff has no objection to the request.

CVB/MBH/str


Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(iii)(f)

City of Hamilton

- RECOMMENDATION -

DATE: 1999 March 30
File No. TEC-115-99 / Author: S. Russell

REPORT TO: Caroline Biggs, Acting Secretary
Transportation and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Rosslyn Avenue North, north of Main Street East
Parking Meter Duration

RECOMMENDATION:

That the duration of the two existing parking meters on the east side of Rosslyn Avenue North, north of Main Street East, be changed from one hour to three hours, and that City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

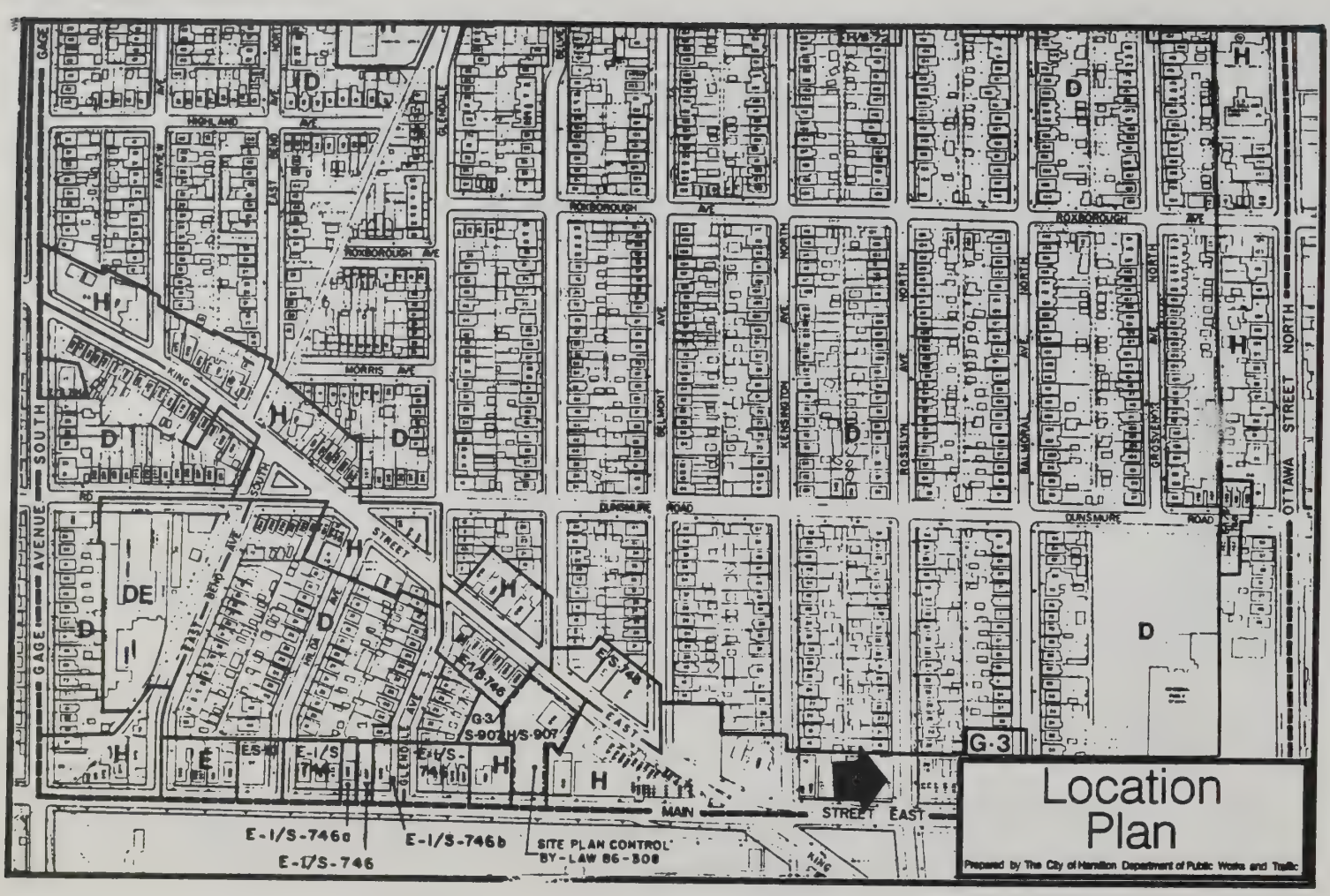
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of modifying the subject meters.

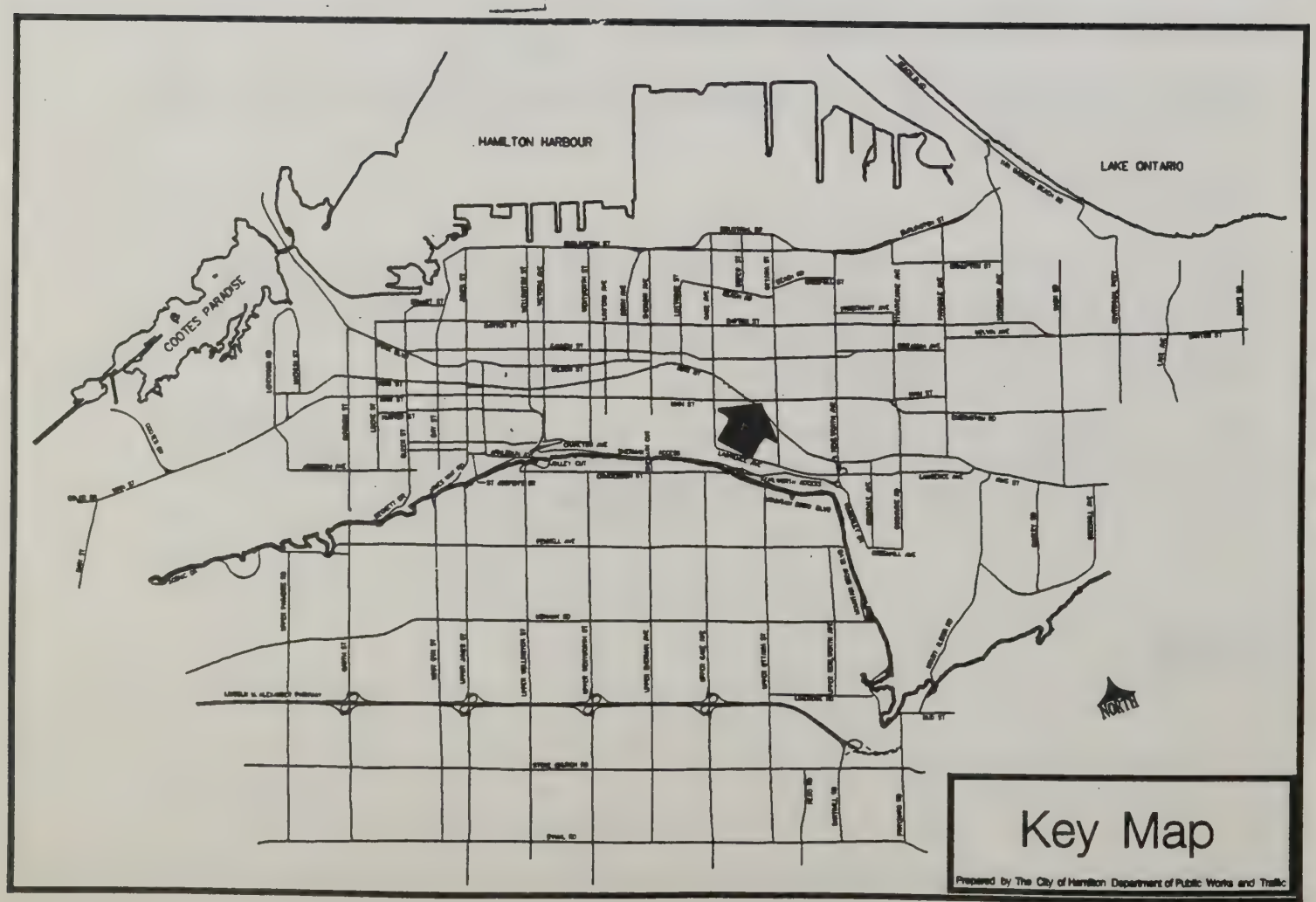
BACKGROUND:

Staff has received a request from Joan Difalco, owner of The Across The Roads Restaurant, 1123 Main Street East, that the duration of the two existing parking meters on the east side of Rosslyn, north of Main, be changed from one hour to three hours, to provide less restrictive customer parking.

Parking meters are intended to manage the rate of parking turnover for the benefit of the businesses adjacent to the regulated area, and since the abutting merchant has requested longer term parking, staff has no objection to the request.

CVB/MBH/str


Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic
MAIN STREET EAST
E-I/S-746a
E-I/S-746b
E-I/S-746
SITE PLAN CONTROL BY-LAW 86-308
G-3
S-907H/S-907
ES-748
E-I/S-746
GAGE AVENUE SOUTH
OTTAWA STREET NORTH
DUNSMURE ROAD
ROXBOROUGH AVE
KING STREET EAST


Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic
HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH

B(iii)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 23
File No. TEC-091-99 / Author: Chris van Berkel

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: St. Michael's School, 135 Hester Street – Request for a School Bus Loading Zone

RECOMMENDATION:

That a "School Bus Loading Zone, 7:00 am to 6:00 pm, Monday to Friday" regulation be implemented on the north side of Hester Street, commencing 146 feet east of Deschene Avenue and extending to a point 118 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

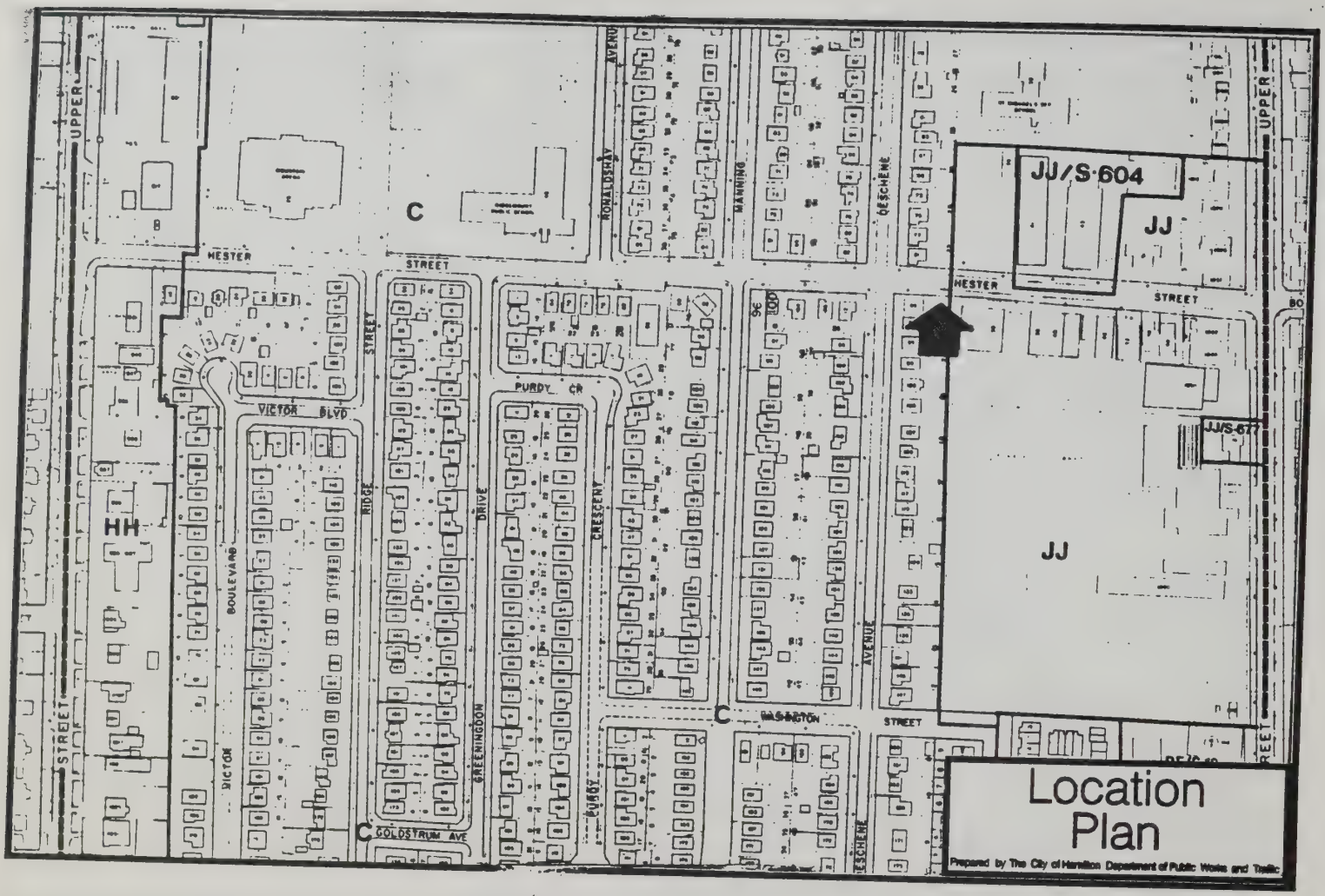
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

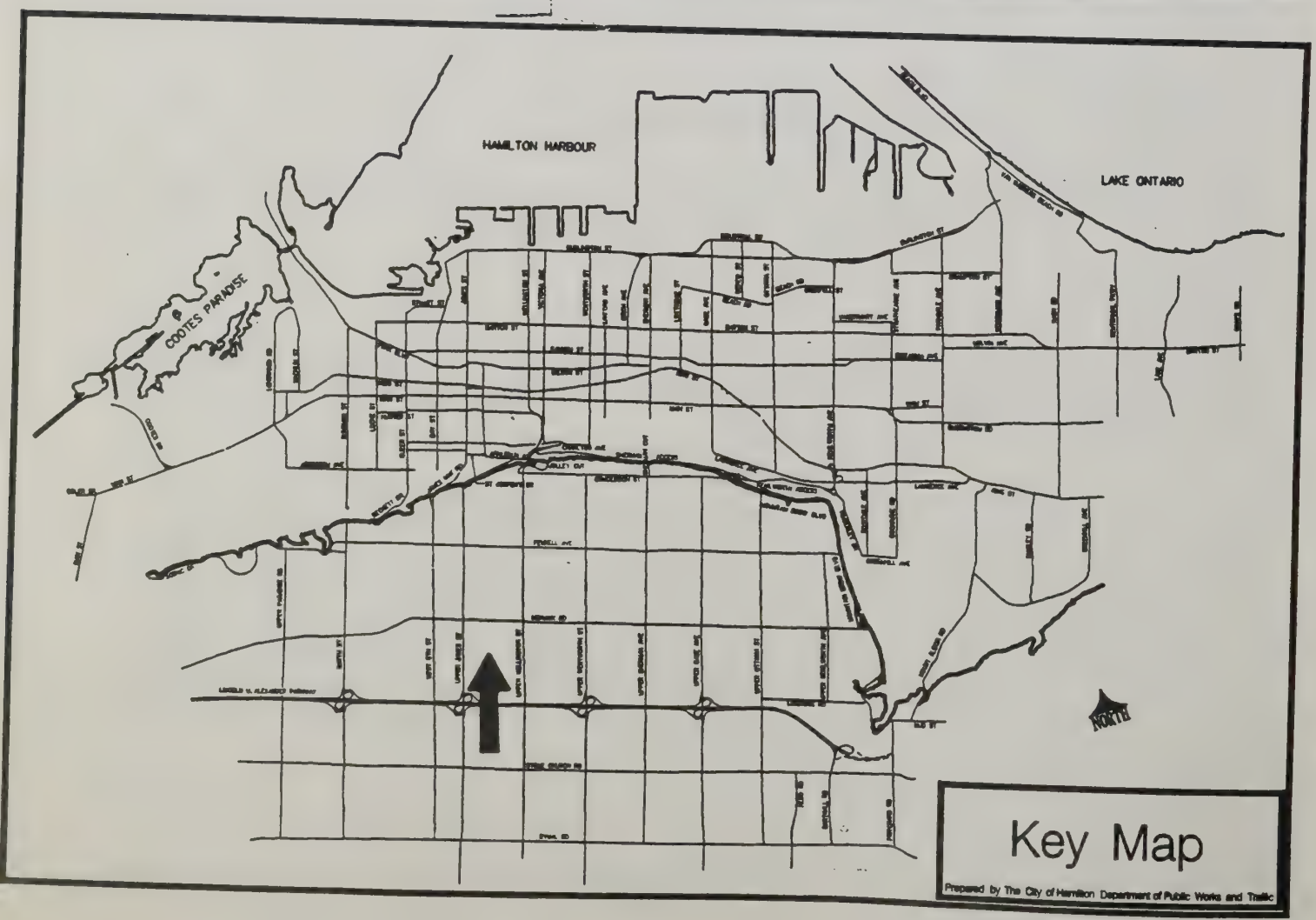
BACKGROUND:

Staff has received a request from David Hangen, Vice-Principal of St. Michael's School, 135 Hester Street, that a School Bus Loading Zone be implemented on the north side of Hester, east of Deschene.

There will be no loss of on-street parking resulting from the implementation of the requested regulation as this area is presently signed with a "No Parking" regulation. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of school children is taking place on Hester, staff concurs with this request.

CVB/MBH/kag


JJ/S-604
JJ
HESTER
STREET
UPPER
RONALDSHAY
AVENUE
MANNING
DESCHENE
HH
VICTOR BLVD
RIDGE
DRIVE
PURDY CR
CRESCENT
JJ/S-677
JJ
BAS-RETON
AVENUE
COLOSTRUM AVE
GREENINGDON
DICTON
BOULEVARD
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(iii)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 23
File No. TEC-093-99 / Author: Chris van Berkel

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Dowsar Marine Supplies, 522 James Street North – Request to revise the hours of a Loading Zone

RECOMMENDATION:

That the hours of the existing "No Parking, 8:30 am to 5:00 pm, Monday to Friday" regulation on the north side of Macauley Street East commencing 115 feet east of James Street North and extending to a point 36 feet easterly therefrom be revised, such that the regulation is in effect from 9:00 am to 7:00 pm, Monday to Friday, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

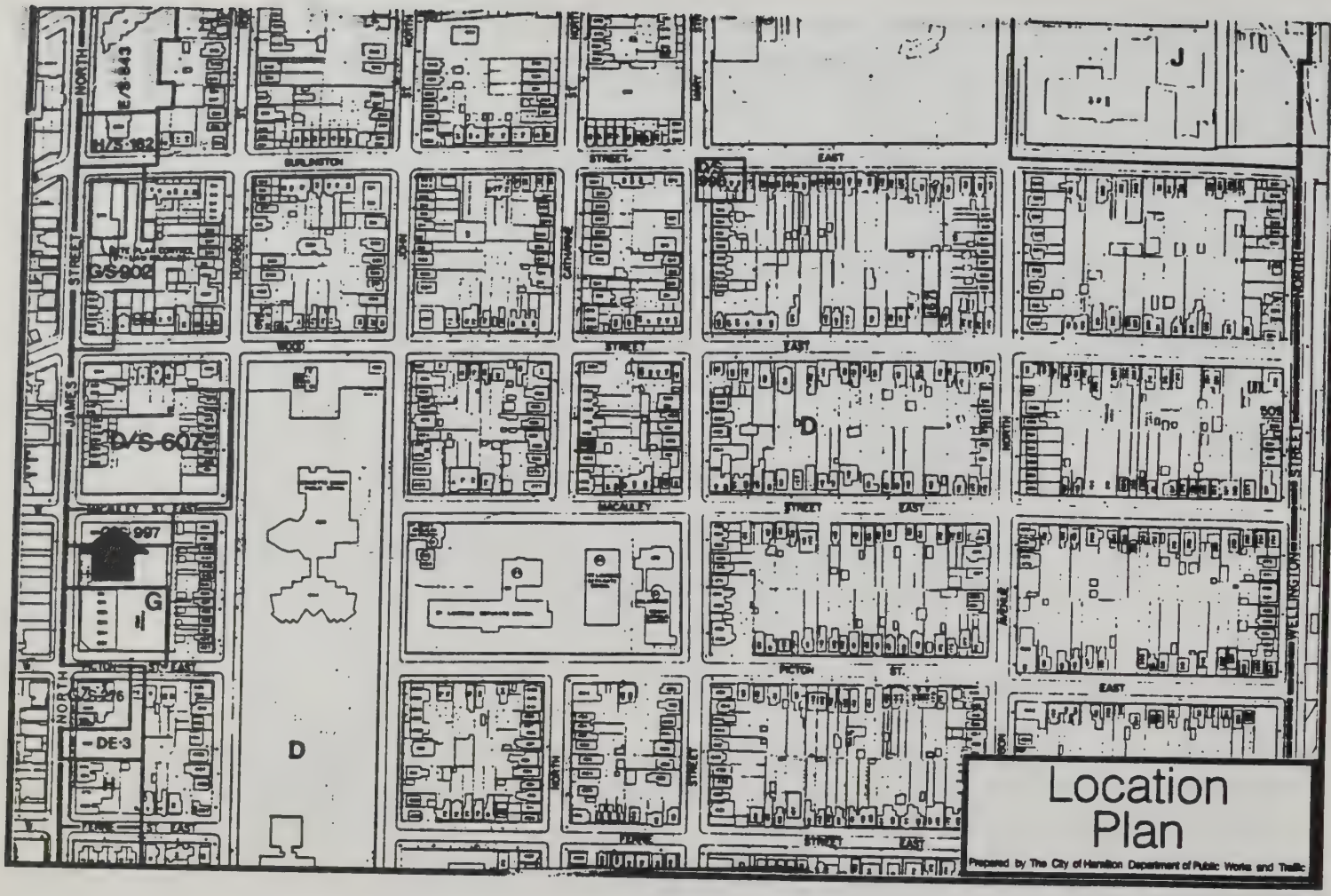
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of revising the subject signs.

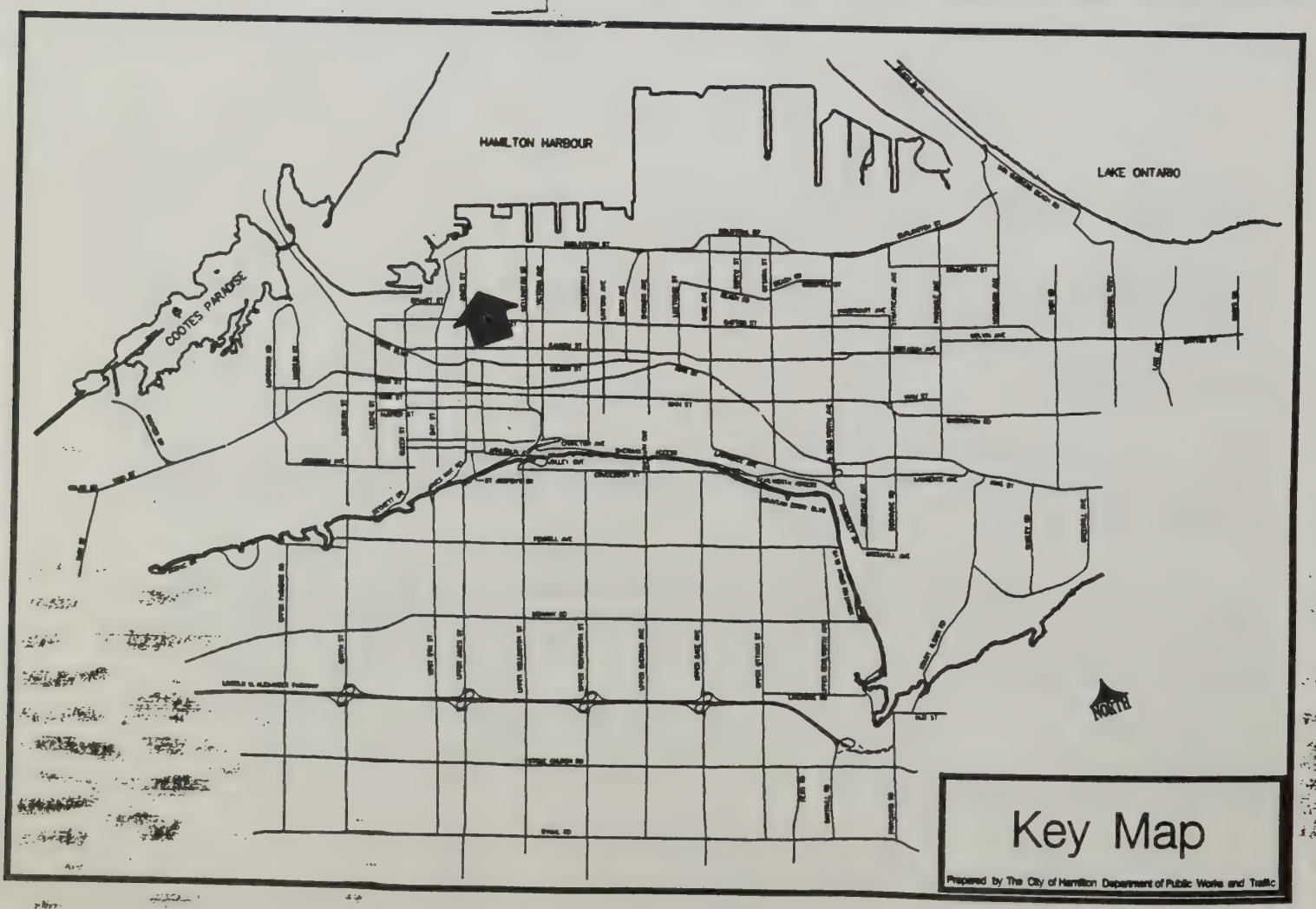
BACKGROUND:

Staff has received a request from Art Sarna, owner of Dowsar Marine Supplies, 522 James Street North, to revise the hours of the existing loading zone on the north side of Macauley, across from his business.

Presently, there is a "One Hour Parking Time Limit, 8:00 am to 9:00 pm, Monday to Saturday" regulation on the south side and unrestricted parking and the subject loading zone on the north side of Macauley in this area. Staff has reviewed this matter and concurs with the request.

CVB/MBH/kag


Location
Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(iii)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 4
File No. TEC-077-99 / Author: S. Russell

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: West side of Locke Street South between Bold Street and Melbourne Street – Request to Remove a Loading Zone

RECOMMENDATION:

That the existing full-time "No Parking" loading zone on the west side of Locke Street South commencing 50 feet south of the south limit of Bold Street and extending to a point 22 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

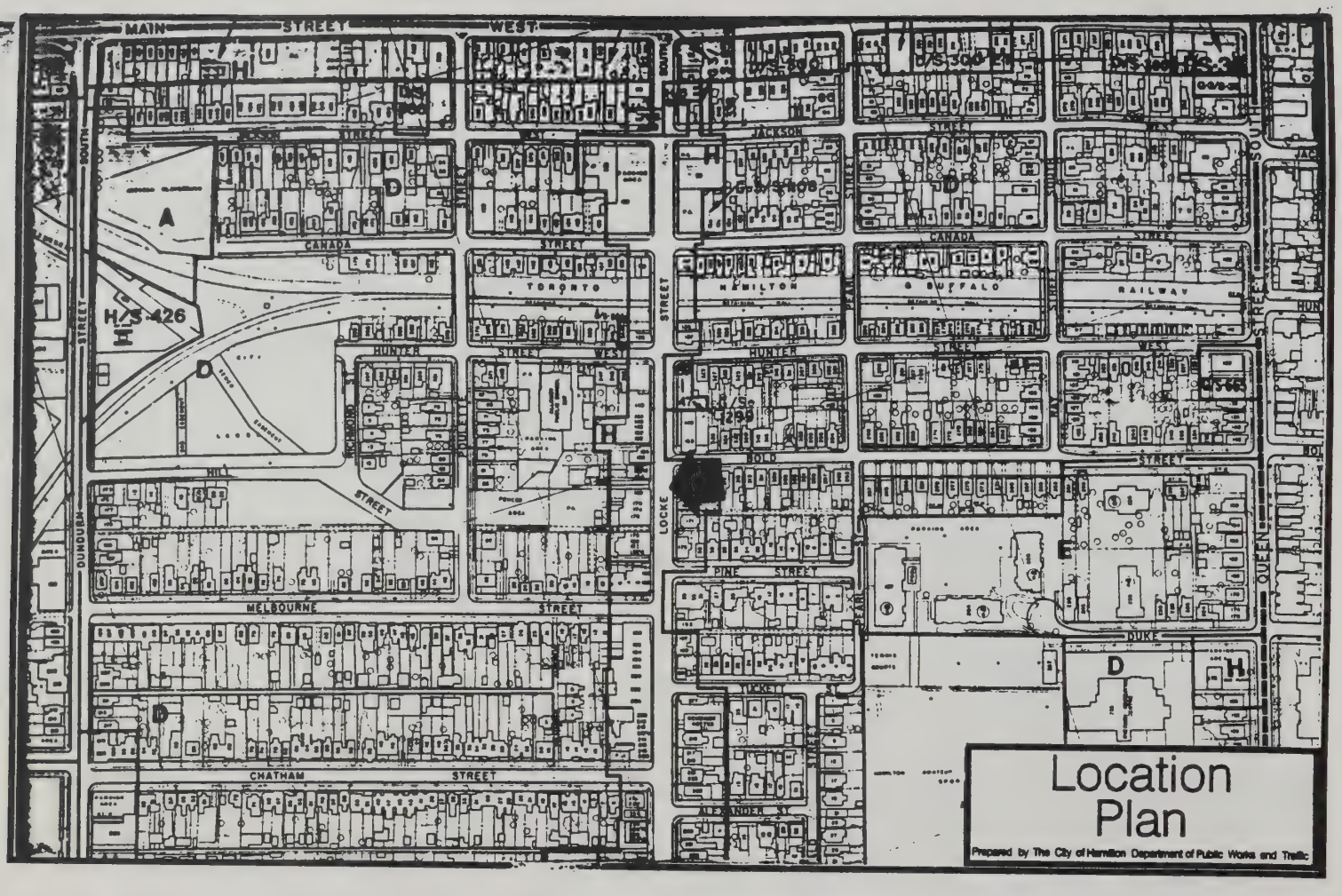
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing the subject signs.

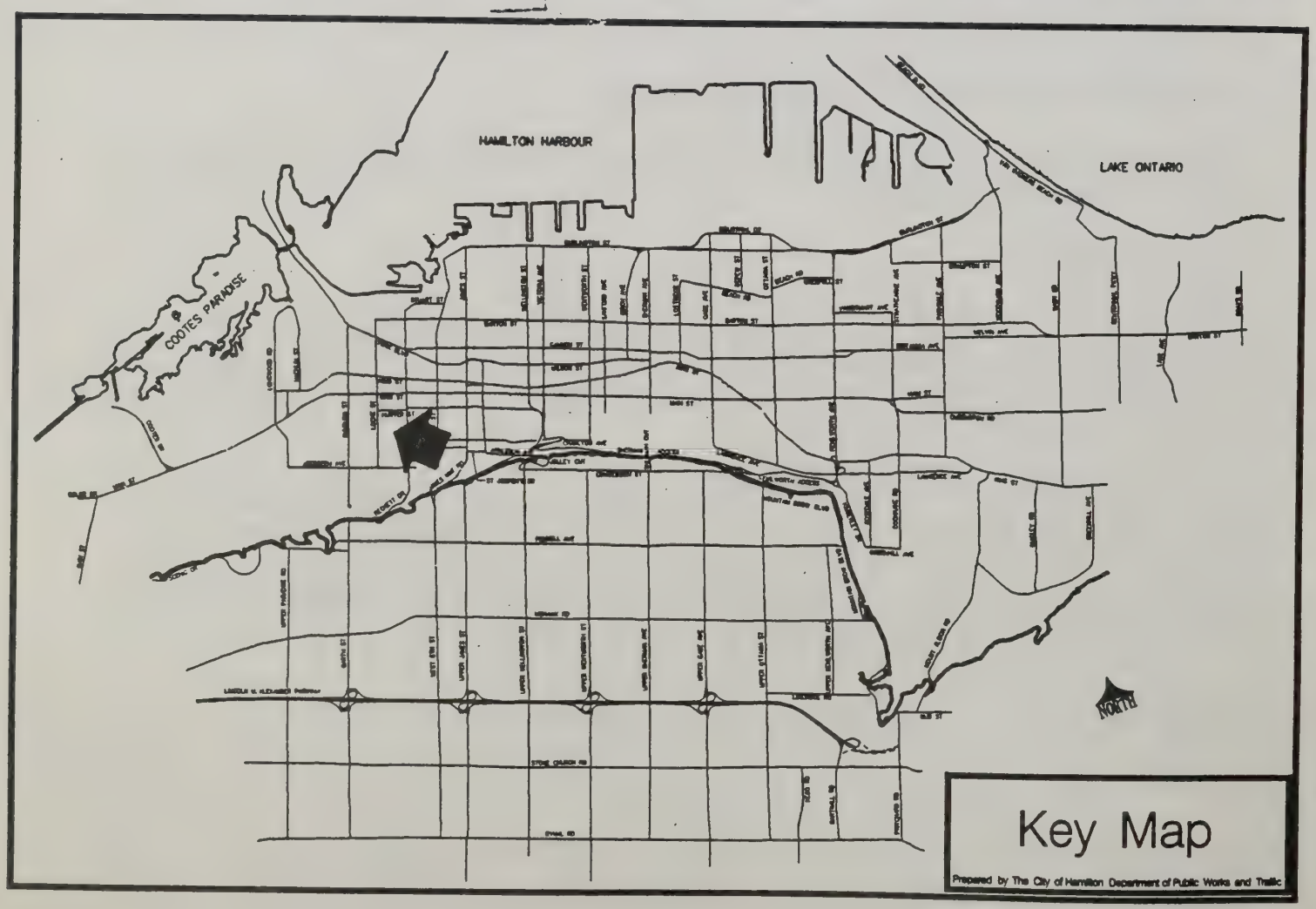
BACKGROUND:

Alderman Caplan has advised of a request from Ms. Dana Thompson, owner of Olives Oddments, 168 Locke Street South, that the existing full-time "No Parking" loading zone on the west side of Locke, directly in front of her store, be removed to allow on-street parking in this area.

The subject regulation was implemented in 1984 to provide a loading zone for the former appliance business. The removal of the subject regulation will restore one parking space to the west side of the street which will be controlled by the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation. Therefore, staff concurs with the request.

CVB/MBH/klk


MAIN STREET WEST
JACKSON STREET
CANADA STREET
TORONTO STREET
HUNTER STREET WEST
HILL STREET
MELBOURNE STREET
CHATHAM STREET
HAMILTON
BUFFALO
RAILWAY
BOLD STREET
PINE STREET
DUKE STREET
DUNDURN STREET SOUTH
LOCKE STREET
QUEEN STREET SOUTH
H/S 426
H/S 1299
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(iii)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 23
File No. TEC-092-99 / Author: Chris van Berkel

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Royal Tavern, 94 MacNab Street North – Request for a Loading Zone

RECOMMENDATION:

That a "No Parking" regulation be implemented on the south side of Vine Street, commencing 68 feet east of MacNab Street North and extending to a point 24 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

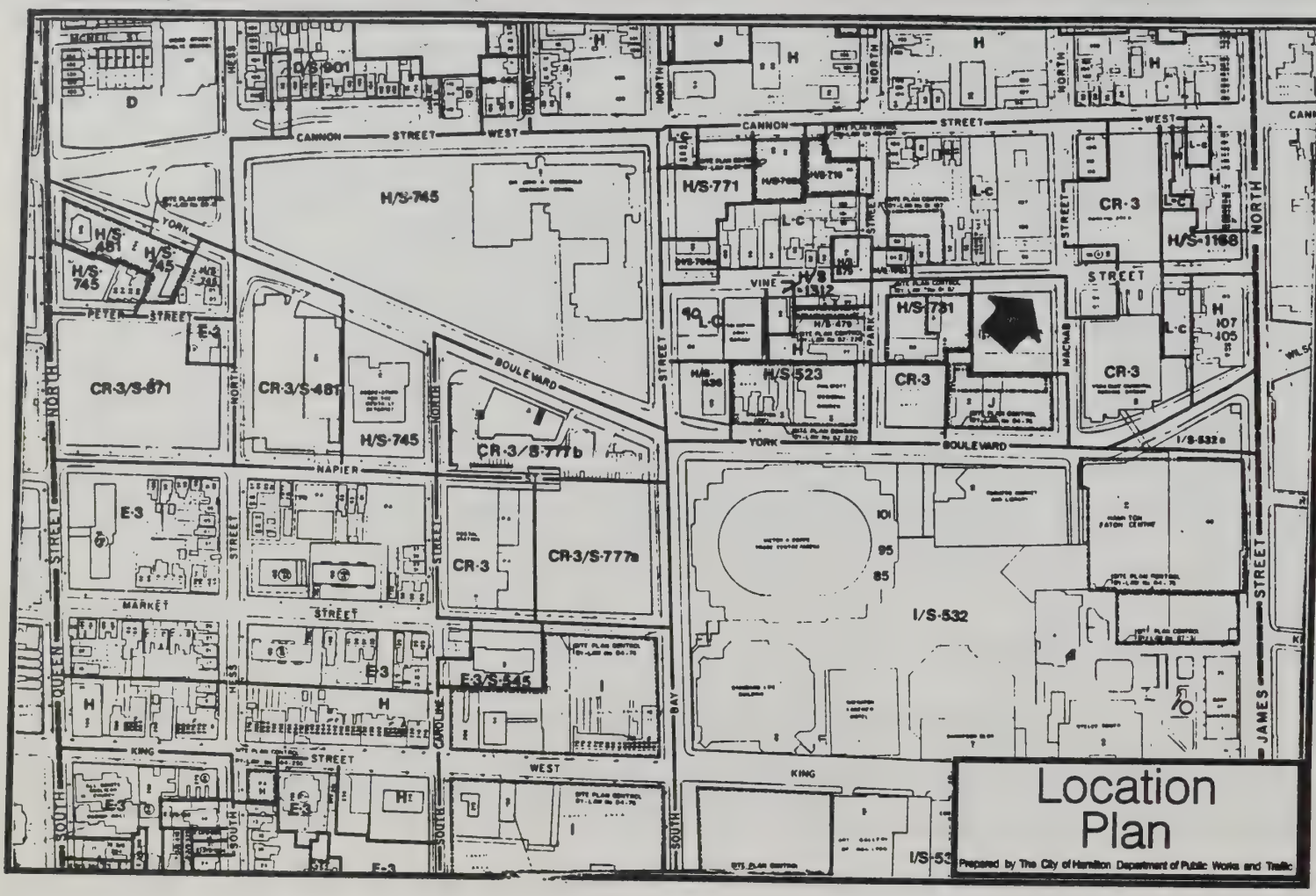
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

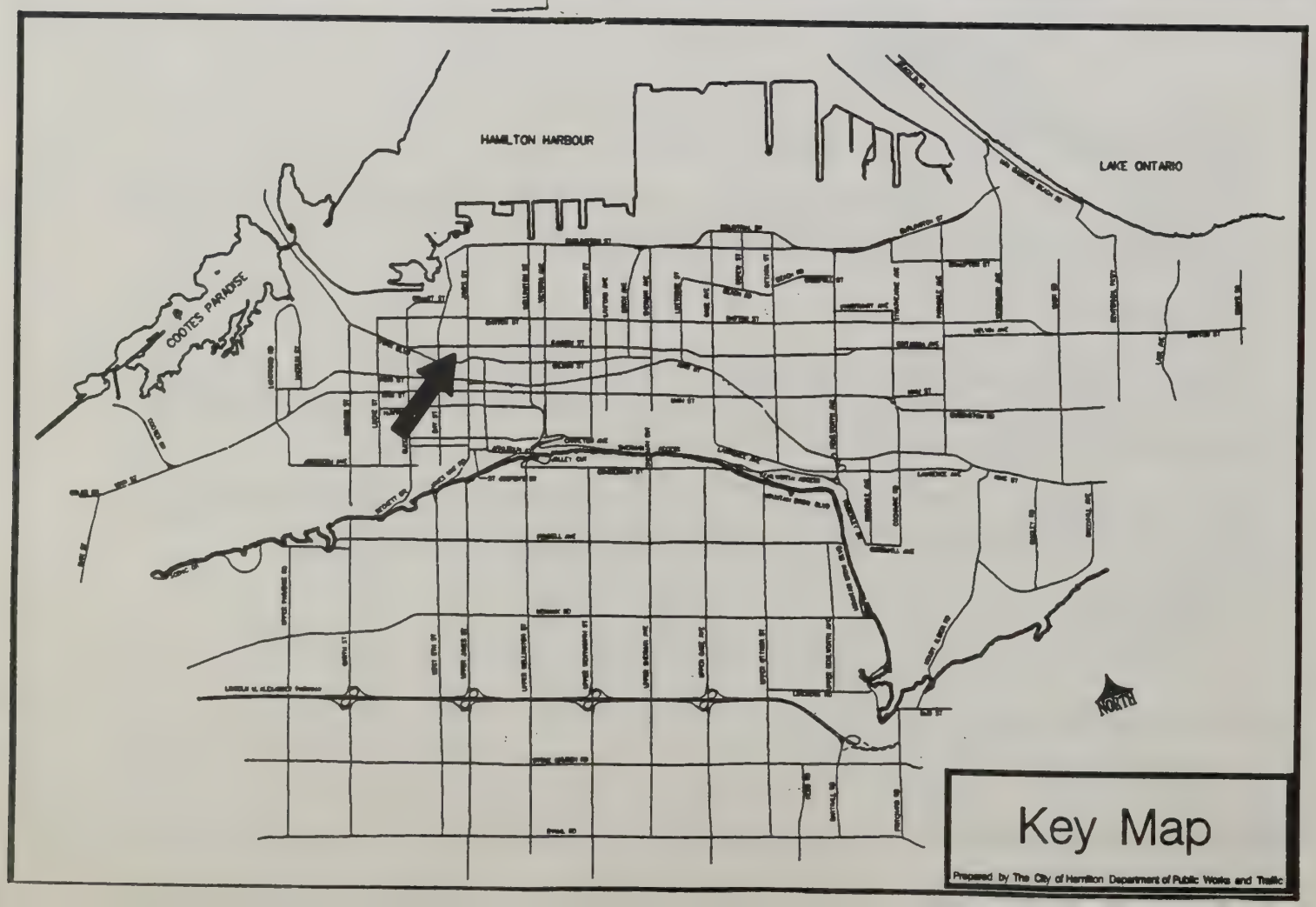
BACKGROUND:

Staff has received a request from Jasna Benkovich, owner of the Royal Tavern, 94 MacNab Street North, that a loading zone be implemented on the south side of Vine Street, east of MacNab and adjacent to this business.

The implementation of the requested regulation will result in a loss of one metered parking space. Staff has reviewed this matter and concurs with the request.

CVB/MBH/kag


Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(iii)(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 February 05
File No. TEC-084-99 / Author: P. Buckle

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 82 Pearl Street North - Request to remove a Wheelchair Loading Zone

RECOMMENDATION:

That the existing "Wheelchair Loading Zone, 12:00 noon to 8:00 p.m., seven days a week" regulation on the east side of Pearl Street North, commencing at a point 32 feet south of Peter Street and extending to a point 15 feet southerly therefrom, be removed and that the City Traffic By-law be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing the subject signs.

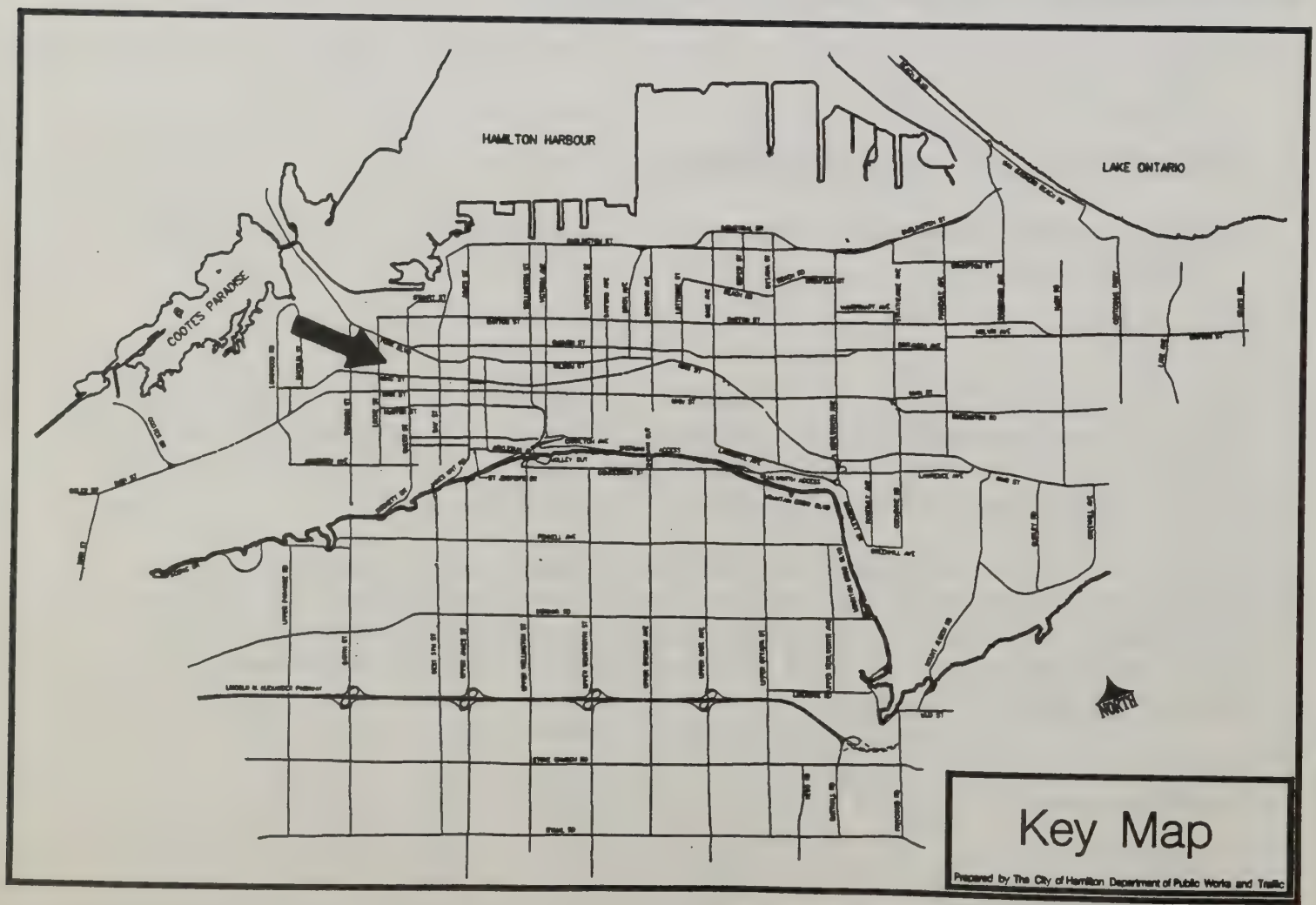
BACKGROUND:

Staff have received a request from Mr. Bob Chalapenko, 82 Pearl Street North, that the existing "Wheelchair Loading Zone, 12:00 noon to 8:00 p.m., seven days a week" regulation on the east side of Pearl in front of his home be removed, since his mother, for whom the regulation was implemented, has recently passed away.

Pearl has a 21 foot pavement width and, at present, there is a "No Parking" regulation on the west side and, except for the subject regulation, unrestricted parking on the east side of the street in this area. Removal of the "Wheelchair Loading Zone" will restore one on-street parking space to the east side of the street and, since the prohibition is no longer required, staff supports the request.

CVB/MBH


FLORENCE STREET
LAMOREAUX STREET
HEAD STREET
NORTH STREET
LOCKE STREET
NAPIER STREET
KING
A/S-450
E/S-450
H/S-880
E/S-33
E-3/S-1208a
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(iii)(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 30
File No. TEC-106-99 / Author: S. Russell

REPORT TO: Caroline Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Lotus Avenue, west of Upper James Street – Driveway Clearance

RECOMMENDATION:

That a full-time "No Stopping" regulation be implemented on the north side of Lotus Avenue commencing at a point 93 feet west of Upper James Street and extending to a point 30 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

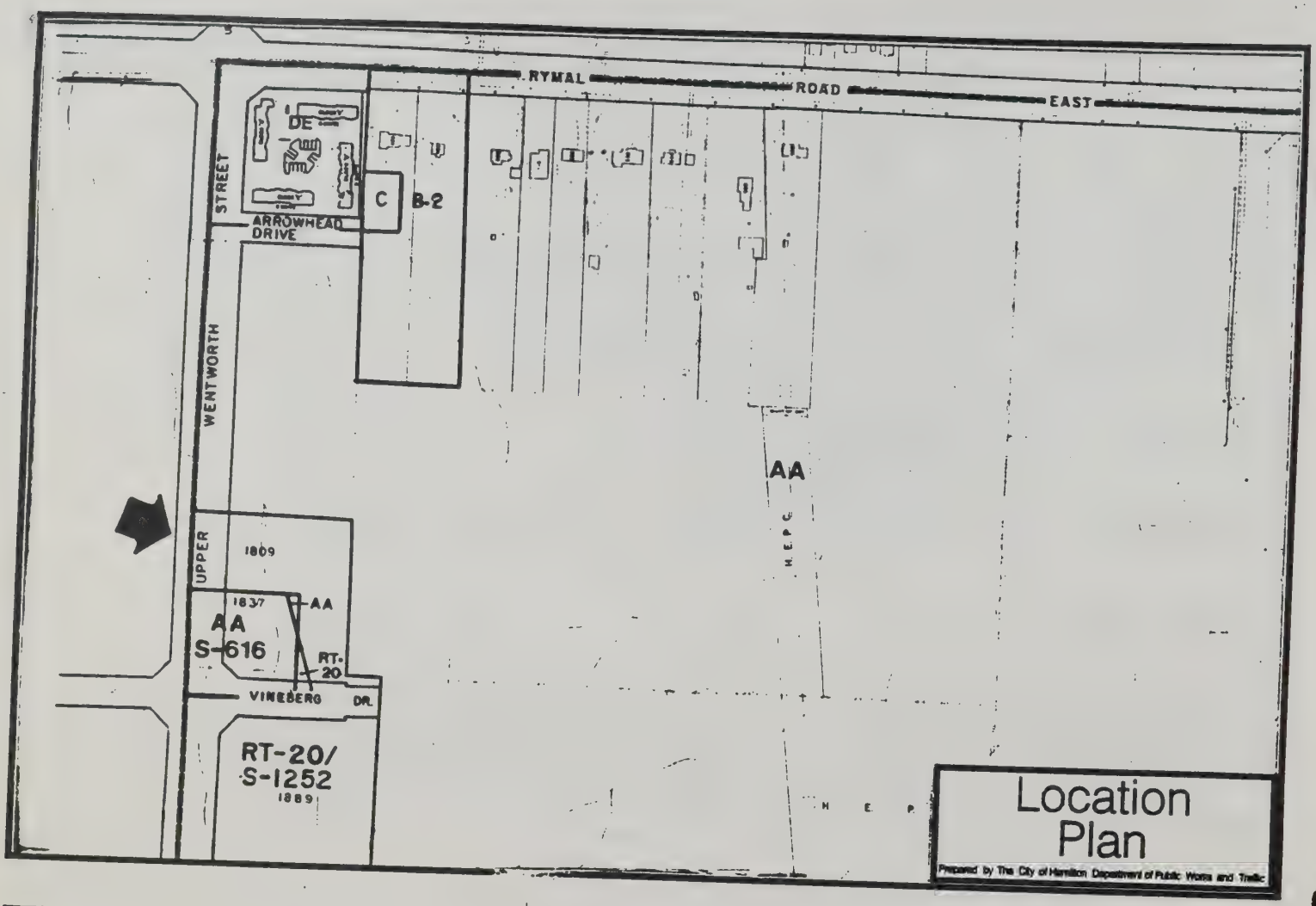
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

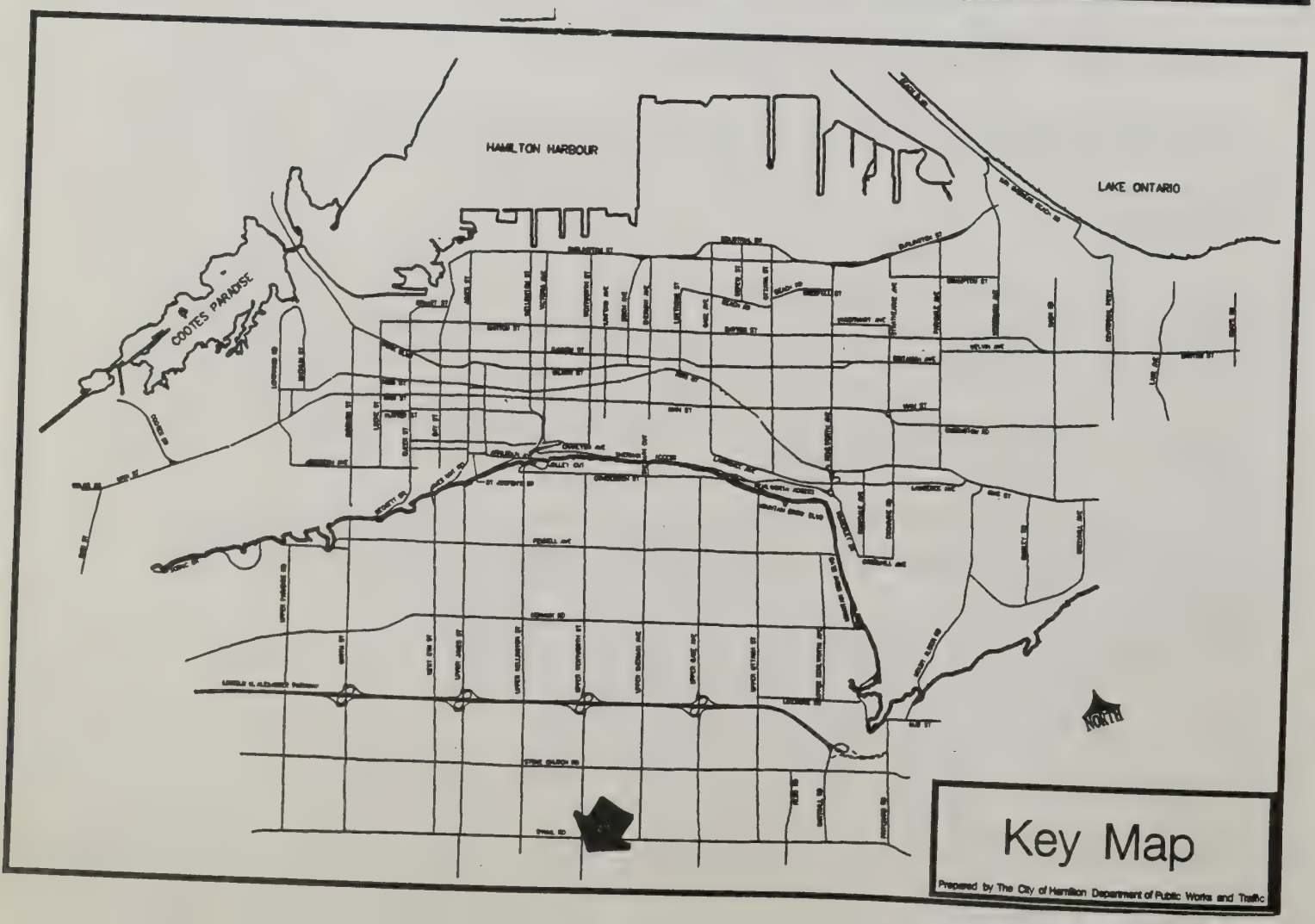
BACKGROUND:

Staff has received a request from staff of Sunoco Inc., 878 Upper James Street, that a fulltime "No Stopping" driveway clearance be implemented on the north side of Lotus, east of the driveway to the gas station, to facilitate truck turning movements into and out of this property.

Lotus has a 28-foot pavement width, and presently, there is unrestricted parking on the north side and a fulltime "No Parking" regulation on the south side of the street in this block. Staff has confirmed that parked vehicles in this area do obstruct turning movements for semi-trailer accessing the station. The implementation of the requested regulation will result in the loss of one on-street parking space. However, since parking is permitted on the north side of the street for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/str


RYMAL ROAD EAST
WENTWORTH STREET
ARROWHEAD DRIVE
UPPER
DE
C
B-2
AA
1809
1837
AA
AA
S-616
RT-20
VINEBERG DR.
RT-20/
S-1252
1889
H.E.P.C.
Location Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

B(iii)(n)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 22
File No. TEC-085-99 / Author: M.L.S.Tam

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Turn Restriction –Dundurn Street South and Aberdeen Avenue

RECOMMENDATION:

That the "No Right Turn on Red" restriction for northbound traffic on Dundurn Street South at Aberdeen Avenue be effective only between 07:00 and 09:00 hours, Monday to Friday, and that the City Traffic By-law 89-72 be amended accordingly.

D Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1999 operating budget estimates to cover the cost of changing the subject sign.

BACKGROUND:

Recently, initiated by the Collision Reduction Program, the signal sequence at the intersection of Aberdeen Avenue and Dundurn Street South was revised to a three-phase operation. This was done to reduce the left turn collisions experienced at the intersection. Effectively, eastbound traffic moves at a time different from the westbound traffic to allow for protected eastbound and westbound left turn movements. The change has been generally well received by local residents and motorists in the area. We have not received any concerns regarding the signal operations.

Presently, there is a "No Right Turn on Red" restriction for northbound vehicles on Dundurn Street. Due to the arrangement of movements, removal of the "No Right Turn on Red" regulation would allow northbound vehicles to turn right on a red light without conflicts with traffic or pedestrians while westbound traffic is moving. Permitting the right turns on the red signal would reduce the number of northbound vehicles making right turns during the time Dundurn Street gets the green light, thereby reducing the

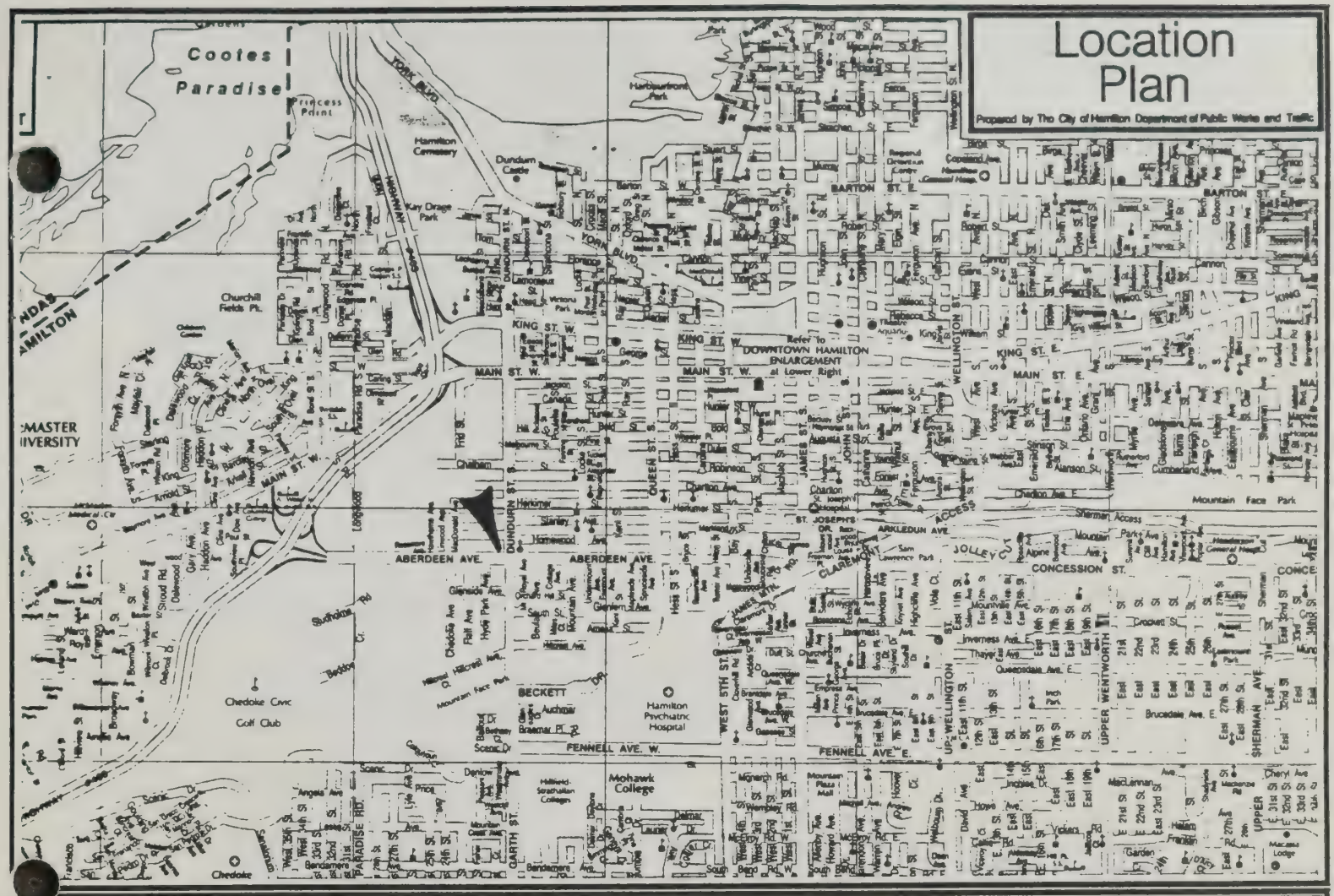
exposure of pedestrians using the east crosswalk and also reducing delays to northbound right-turning vehicles.

After consultation with area representatives, including two residents and a school principal, it is suggested that the restriction would still be beneficial in the morning when both pedestrian activity and vehicular traffic are busy at the intersection. Therefore, it is recommended that the "No Right Turn on Red" restriction should be effective only between 07:00 and 09:00 hours, Monday to Friday.

MLST/HESA/lk

Location Plan

Prepared by The City of Hamilton Department of Public Works and Traffic



Key Map

Prepared by The City of Hamilton Department of Public Works and Traffic



B(iii)(o)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 31
File No. TEC-108-99 / Author: W. Young

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Appointment of Parking Control Officers

RECOMMENDATION:

(a) That, in accordance with Section 15(1) of the Police Services Act, 1990, the following person be appointed as a Parking Control Officer:

John DiMarino

(b) That the following appointments as Parking Control Officers be repealed:

Raymond Vella
Ray Baglole
Iyad Abdel-Baki
Jackie Maxwell
Jeff Danby

D Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Due to changes in personnel in the Traffic Division, Department of Public Works and Traffic, it is necessary to revise the list of persons appointed as Parking Control Officers in accordance with Section 15(1) of the Police Services Act, 1990.

MH

WY/MBH/kag

B(iii)(p)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 31
File No. TEC-102-99 Author: G. Kirchknopf

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Neighbourhood Watch Program for the Strathcona Neighbourhood

RECOMMENDATION:

(a) That the Strathcona Neighbourhood be designated as a Neighbourhood Watch Area; and

(b) That Neighbourhood Watch signs for the Strathcona Neighbourhood be erected and maintained by the Department of Public Works and Traffic, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and

(c) That the necessary funds be charged to the Neighbourhood Watch Program, Account No. CH-55301-75030.

Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost of the signs is $750.00 and funds are available for this purpose in the Neighbourhood Watch Program account. The balance remaining in the Neighbourhood Watch Program account would then be approximately $750.00.

BACKGROUND:

The Regional Police Department has confirmed that the Strathcona Neighbourhood has an active Neighbourhood Watch Program, and has requested that the neighbourhood be signed accordingly. Sufficient funds are available for the erection of Neighbourhood Watch signs in this neighbourhood. Therefore, staff concurs with this request.

GK/str


Hamilton Harbour
HARBOUR HEAD LINE
DUNDURN
PRINCESS POINT
LONGWOOD RD
EXPRESSWAY
HAMILTON CEMETERY
YORK BLVD
C.N.R.
FREIGHT YARD
DUNDURN CASTLE
DUNDURN PARK
BARTON
KINNELL
JONES
WESTDALE NORTH
STRATHCONA
CENTRAL
NORTH END
WINDSOR
CAMERON
HERB SCH
MURRAY
MacDONALD SECONDARY SCHOOL
LIBRARY
L.D JACKSON SQUARE
CHRIST THE KING SCH
ST MARY SEC SCH
VICTORIA PARK
MARKET
HUNTER
KING
GEORGE
JAMES
1986

B(iii)(q)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 April 1
File No. TEC-113-99 / Author: D. Rieger / S. Russell

REPORT TO: Caroline Biggs, Acting Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Cannon Bus Route - Bus Stop Relocations

RECOMMENDATION:

(a) That the following Hamilton Street Railway bus stop be relocated:

Route #3 Cannon

Delete -	Eastbound	Britannia Avenue, south side, 18 feet west of Cope Street (N/S); and
Add -	Eastbound	Britannia Avenue, south side, 20 feet west of Tragina Avenue (N/S); and
Delete -	Eastbound	Britannia Avenue, south side, 20 feet west of Weir Street (N/S); and
Add -	Eastbound	Britannia Avenue, south side, 20 feet west of Fairfield Avenue (N/S)

(b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL / STAFFING / LEGAL IMPLICATIONS:

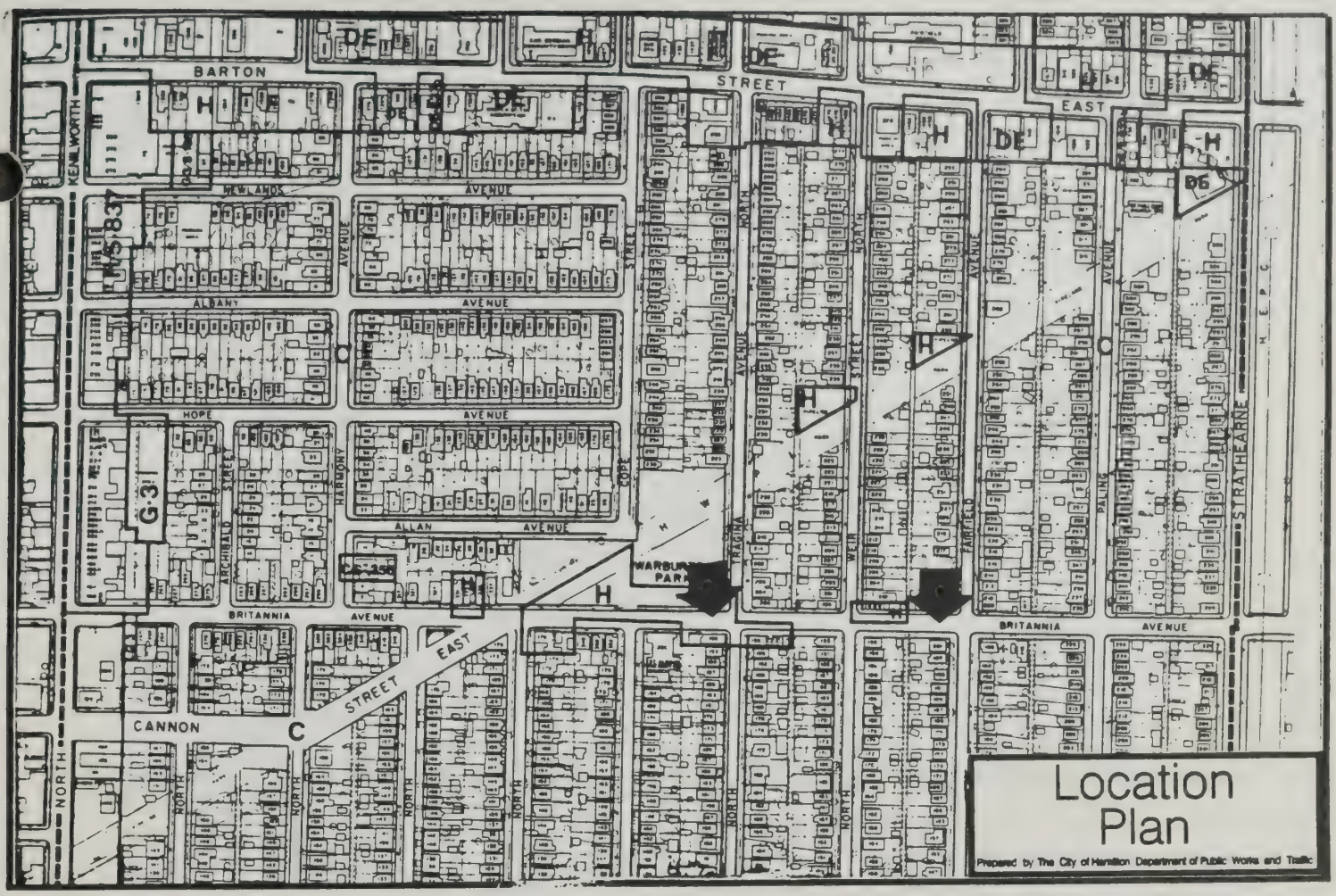
Sufficient funds are available in the 1999 operating budget estimates to cover the cost of removing, manufacturing, erecting and maintaining the required signs.

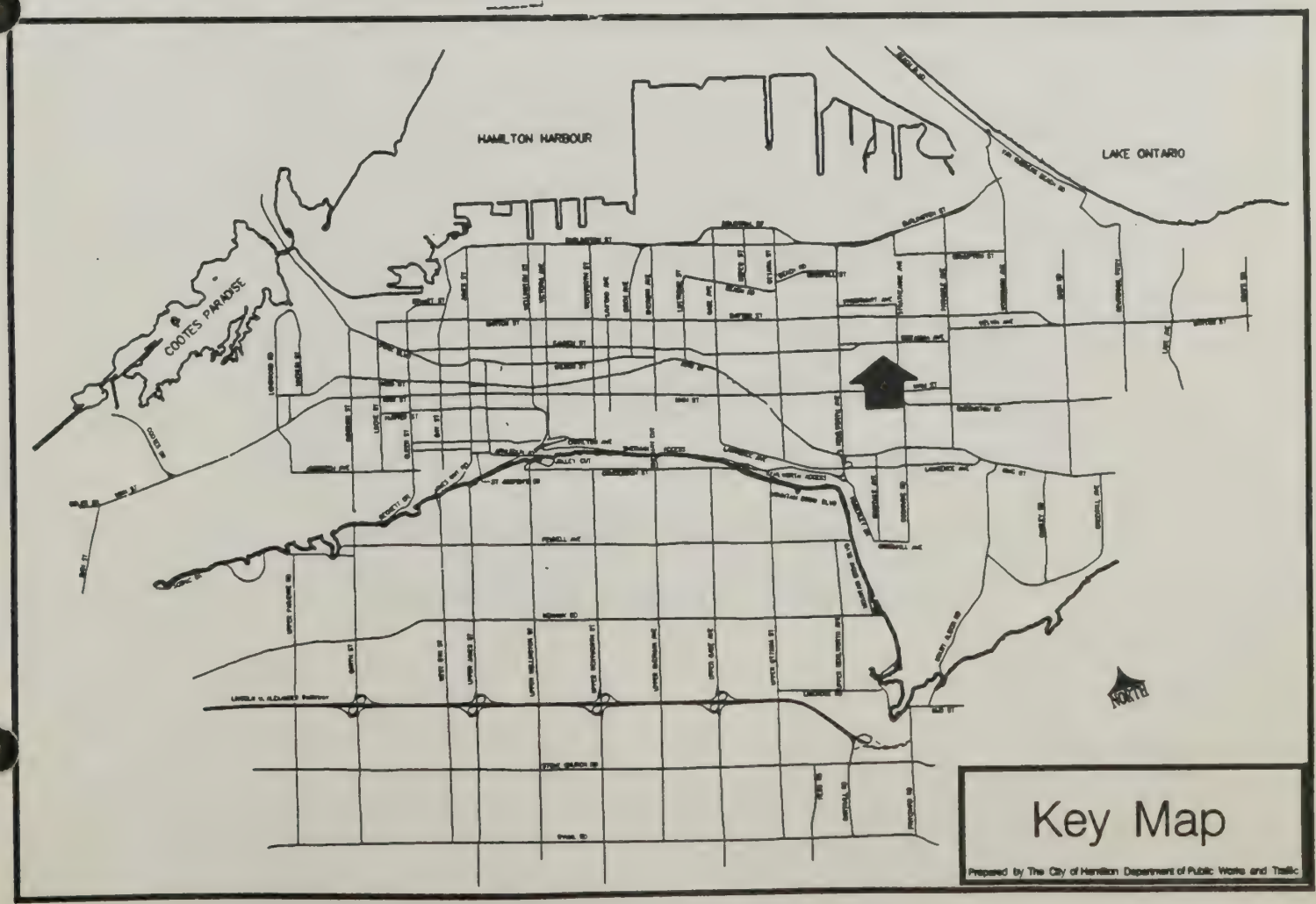
BACKGROUND:

The Hamilton Street Railway has requested to relocate the above noted bus stops in order to realign them with four-way stop signs along Britannia. Placing the bus stops next to the stop signs will reduce the number of stops the bus must make and as a result, improve route efficiency and the neighbourhood environment. In addition, these relocations will also encourage more pedestrians to cross at the controlled crosswalks. These stops were installed on a trial basis several months ago and, to date, no concerns have been identified.

The bus stop relocations are satisfactory from a traffic point of view. Presently, there is unrestricted parking on the south side of the street at both locations. Therefore, it would be appropriate to prohibit stopping in these areas. However, since parking is permitted on the south side for the remainder of the blocks, staff does not anticipate any parking difficulties for area residents.

CVB/MHB/str


BARTON
STREET
EAST
KENILWORTH
AVENUE
NORTH
ALBANY
AVENUE
HOPE
AVENUE
HARMONY
ALLAN
AVENUE
BRITANNIA
AVENUE
CANNON
STREET
EAST
STRATHEARNE
Location
Plan
Prepared by The City of Hamilton Department of Public Works and Traffic


HAMILTON HARBOUR
LAKE ONTARIO
COOTES PARADISE
NORTH
Key Map
Prepared by The City of Hamilton Department of Public Works and Traffic

C(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 30
S707-89
S718-86
S716-41
S701-62, M.P. Sabelli, C.E.T.
S701-59
S718-86, P. Strong

REPORT TO: Carolyn Biggs, Acting Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: **1999 Servicing Expenditures Related to Subdivisions (CPD99-003)**

RECOMMENDATION:

a i) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated costs of services in

"GOURLEY ESTATES STAGE 2 – PHASE 1", Hamilton

City's share – NIL -, Owner's share $ 11,260.80

"THE GARDENS OF RYMAL – PHASE 5", Hamilton

City's share $ 4,927.56, Owner's share $ 230,956.25

"THE GARDENS OF RYMAL – PHASE 6", Hamilton

City's Share $ 21,709.43, Owner's Share $ 188,390.23

"PARADISE GATE ESTATES – PHASE 2", Hamilton

City's Share - NIL -, Owner's Share $ 137,597.01

cont'd...

cont'd...

"ANNABELLE PLACE, Hamilton

City's Share $ 39,283.00, Owner's Share $ 102,943.00

"ANCHOR ROAD INDUSTRIAL PARK", Hamilton

City's Share $ 67,985.00, Owner's Share $ 471,470.00

"SANDRINA GARDENS – PHASE 4" Hamilton

City's Share $ 20,294.11, Owner's Share $ 197,806.90

ii) That the Mayor and Municipal Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Gourley Estates Stage 2 – Phase 1", "The Gardens of Rymal – Phase 5", "The Gardens of Rymal" – Phase 6", "Paradise Gate Estates – Phase 2" "Annabelle Place", "Anchor Road Industrial Park", and "Sandrina Gardens – Phase 4" Hamilton as well as and any other related documents for these Subdivisions subject to the approval of the Corporate Counsel.

iii) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

iv) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered the Owner should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

cont'd...

cont'd...

v) That the City's share of services in "The Gardens of Rymal – Phase 5" ($ 4,927.56), "The Gardens of Rymal – Phase 6" ($ 21,709.43) "Annabelle Place" ($ 39,283.00), "Anchor Road Industrial Park" ($67,985.00) and "Sandrina Gardens – Phase 4" ($ 20,294.11), be approved and that the Finance and Administration Committee recommend the source of funding.

D. Lobo
Commissioner of
Public Works and Traffic

Lee Ann Coveyduck
General Manager of
Community Planning and Development Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

"Gourley Estates Stage 2 – Phase 1"

There is no City share for the installation of the services for this development.

"The Gardens of Rymal – Phase 5"

The total estimated cost of the City's share of services to be approved at this time for "The Gardens of Rymal – Phase 5" is $ 4,927.56 which is associated with the construction of a fence adjacent to City park lands (Turner Park). The current policy of the City of Hamilton is to cost share for one-half the cost of a chain link fence adjacent to City owned lands and is recoverable through City Development Charges.

cont'd...

cont'd...

"The Gardens of Rymal – Phase 6"

The total estimated cost of the City's share of services to be approved at this time for "The Gardens of Rymal – Phase 6" is $ 12,135.88 which is associated with extra depth asphalt, the construction of a fence adjacent to City park lands (Turner Park) and the installation of a water service, meter and chamber into the City park lands. The current policy of the City of Hamilton is to cost share for one-half the cost of a chain link fence adjacent to City owned lands The extra depth asphalt, the chain link fence, water service, meter and chamber are all recoverable through City Development Charges.

"Paradise Gate Estates – Phase 2"

There is no City share for the installation of the services for this development.

"Annabelle Place"

The total estimated cost for the City's share of services to be approved at this time for "Annabelle Place" is $ 39,283.00 which is associated with the above-ground works on Annabelle Street for this subdivision and is recoverable through the mechanism of 0.30 metre reserves.

"Anchor Road Industrial Park"

The total estimated cost of the City's share of services to be approved at this time for "Anchor Road Industrial Park is $ 67,985.00 which is associated with the construction of the above-ground works on Anchor Road for this subdivision and is recoverable through the mechanism of 0.30 metre reserves.

"Sandrina Gardens – Phase 4"

The total estimated cost of the City's share of services to be approved at this time for "Sandrina Gardens – Phase 4" is $ 20,294.11, of which $7,117.63 is associated with the construction of a fence adjacent to City park lands on the south side of Terni Boulevard. The current policy of the City of Hamilton is to cost share for one-half the cost of a chain link fence adjacent to City owned lands and is recoverable through City Development Charges.

Cont'd...

cont'd...

The remaining portion $13,176.48 is for with extra depth asphalt associated with the construction of the extension of Upper Gage Avenue and is recoverable through City Development Charges.

BACKGROUND:

"Gourley Estates Stage 2 – Phase 1"

At its meeting of 1996 August 27 City Council approved the draft plan for "Gourley Estates Stage 2 – Phase 1", under the condition that the Owners, Ontario Realty Corporation, enter into a Subdivision Agreement with the City of Hamilton. The present Owners, Casablanca Properties Inc. now wish to proceed with the development of "Gourley Estates Stage 2 – Phase 1" at this time.

The development of "Gourley Estates Stage 2 – Phase 1" will result in the creation of seven (7) lots for single family. An estimate of costs has been prepared and it has been determined that there is no City share for this development.

The lands of "Gourley Estates Stage 2 – Phase 1" are located on the north side of Stone Church Road West, east of Garth Street in the Gourley Neighbourhood.

"The Gardens of Rymal- Phase 5"

At its meeting of 1990 January 30 City Council approved the draft plan for "The Gardens of Rymal" under the condition that the Owner, Benemar Construction Inc., enter into a Subdivision Agreement with the City of Hamilton. The Owner now wishes to proceed with the development of "The Gardens of Rymal - Phase 5" at this time.

The development of "The Gardens of Rymal- Phase 5" will result in the creation of forty (40) lots for single family homes. An estimate of costs has been prepared and it has been determined that there is a City share of $ 4,927.56 share for this development. The City's share has been calculated in accordance with current City subdivision cost sharing policies.

The lands of "The Gardens of Rymal - Phase 5" are located south of Rymal Road East, west of Upper Wentworth Street in the Chappel West Neighbourhood.

cont'd...

1999 Servicing Expenditures Related to Subdivisions (CPD99-03)

cont'd...

"The Gardens of Rymal - Phase 6"

At its meeting of 1990 January 30 City Council approved the draft plan for "The Gardens of Rymal" under the condition that the Owner, Benemar Construction Inc., enter into a Subdivision Agreement with the City of Hamilton. The Owner now wishes to proceed with the development of "The Gardens of Rymal - Phase 6" at this time.

The development of "The Gardens of Rymal- Phase 6" will result in the creation of thirty-one (31) lots for single family homes. An estimate of costs has been prepared and it has been determined that there is a City share of $ 21,709.43 share for this development. The City's share has been calculated in accordance with current City subdivision cost sharing policies.

The lands of "The Gardens of Rymal - Phase 6" are located south of Rymal Road East, west of Upper Wentworth Street in the Chappel West Neighbourhood.

"Paradise Gate Estates – Phase 2"

At its meeting of 1988 February 9 City Council approved the draft plan for "Paradise Gate Estates" under the condition that the Owner, Ginfil Construction Ltd. enter into a Subdivision Agreement with the City of Hamilton. The Owner now wishes to proceed with the development of "Paradise Gate Estates – Phase 2" at this time.

The development of "Paradise Gate Estates – Phase 2" will result in the creation of eighteen (18) lots for single family homes. An estimate of costs have been prepared and it has been determined that there is no City share for this development.

The lands of "Paradise Gate Estates – Phase 2" are located east of Upper Paradise Road and north of Rymal Road West in the Falkirk East Neighbourhood.

"Annabelle Place

At its meeting of 1998 June 30 City Council approved the draft plan for "Annabelle Place" under the condition that the Owner, James Zaborsky. enter into a Subdivision Agreement with the City of Hamilton. The Owner now wishes to proceed with the development of "Annabelle Place" at this time.

cont'd...

cont'd...

The development of "Annabelle Place" will result in the creation of eighteen (7) lots for single family homes. An estimate of costs have been prepared and it has been determined that there is no City share for this development.

The lands of "Annabelle Place" are located west of West Fifth Street and north of Stone Church Road West in the Gourley Neighbourhood.

"Anchor Road Industrial Park – Phase 1"

At its meeting of April 4, 1989, Regional Council for the Regional Municipality of Hamilton-Wentworth, approved the draft plan for "Anchor Road Industrial Park". The owner, 779597 Ontario Ltd. wish to proceed with the development of Anchor Road Industrial Park – Phase 1 at this time.

The development of "Anchor Road Industrial Park – Phase 1" will result in the creation of 15 industrial Lots and one Block for future industrial development of five Lots. An estimate of costs has been prepared and it has been determined that there is a City share for this development.

The total estimated cost of the City's share of services to be approved at this time for "Anchor Road Industrial Park is $ 67,985.00 which is associated with the construction of the above-ground works on Anchor Road for this subdivision and is recoverable through the mechanism of 0.30 metre reserves.

The lands of "Anchor Road Industrial Park – Phase 1" are located north of Rymal Road East, and west of Pritchard Road in the North Hannon Neighbourhood.

cont'd...

1999 Servicing Expenditures Related to Subdivisions (CPD99-03)

cont'd...

"Sandrina Gardens – Phase 4"

At its meeting of November 7, 1989, Regional Council for the Regional Municipality of Hamilton-Wentworth, approved the draft plan for "Sandrina Gardens". The owner, DiCenzo Construction Company Limited wish to proceed with the development of Phase 4 at this time.

The development of "Sandrina gardens – Phase 4" will result in the creation of 2 Blocks for multiple family use. An estimate of costs has been prepared and it has been determined that there is a City share for this development.

The total estimated cost of the City's share of services to be approved at this time for "Sandrina Gardens – Phase 4" is $ 20,294.11, of which $7,117.63 is associated with the construction of a fence adjacent to City park lands on the south side of Terni Boulevard. The current policy of the City of Hamilton is to cost share for one-half the cost of a chain link fence adjacent to City owned lands and is recoverable through City Development Charges.

The lands of "Sandrina Gardens – Phase 4" are located south of Rymal Road East, and west of Upper Gage Avenue in the Broughton West Neighbourhood.

Note: The engineering schedules for the above-noted subdivisions have been prepared by the Developer's Consulting Engineer and have been approved by the Manager of Development of the Community Planning and Development Department.

MPS/PS

cc: Finance and Administration Committee
Att: Alderman D. Wilson, Chairman
Att: Susan K. Reeder, Secretary

cc: Community Planning & Development Division
Att: Lee Ann Coveyduck, General Manager

cc: City Treasury Department
Att: Tony Tollis, Director of Budgets and Policy

1999 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT UTHORIZATIO	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES 0.3 METRE RESERVE COSTS	CITY OWNED LA & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
"GOURLEY ESTATES	7 LOTS	COUNCIL	Catch Basins &					
STAGE 2 - PHASE 1"	HAMILTON	96 AUG 27	Connections	$0.00	$0.00	$0.00		
CASABLANCA		P&D	Curbs & Sidewalks	$0.00	$0.00	$0.00		
PROPERTIES INC.		13-96	Finished Roads	$0.00	$0.00	$0.00		
LIMITED		SECTION 4	Sewers & Watermains	$0.00	$0.00	$0.00		
URBEX ENGINEERING LTD.			Seeding/Sodding	$0.00	$0.00	$0.00		
J.P. WOOLLEY, O.L.S.			Street Lighting	$0.00	$0.00	$0.00		
S707-89			Trees	$0.00	$0.00	$0.00		
M.P. SABELLI, C.E.T.			Barricades	$0.00	$0.00	$0.00		
			TOTAL	$0.00	$0.00	$0.00	$11,260.80	$11,260.80
"THE GARDENS OF	40 LOTS	COUNCIL	Catch Basins &					
RYMAL - PHASE 5"	HAMILTON	30 JAN 90	Connections	$0.00	$0.00	$0.00		
BENEMAR		P&D	Curbs & Sidewalks	$0.00	$0.00	$0.00		
CONSTRUCTION INC.		2-90	Finished Roads	$0.00	$0.00	$0.00		
SIDNEY W. WOODS		SECTION 10	Street Lighting	$0.00	$0.00	$0.00		
S.J. BALABAN, O.L.S.			Seeding/Sodding	$0.00	$0.00	$0.00		
S718-86			Trees	$0.00	$0.00	$0.00		
M.P. SABELLI, C.E.T.			Replace Survey Mon.	$0.00	$0.00	$0.00		
			Fencing	$0.00	$4,927.56	$4,927.56		
			TOTAL	$0.00	$4,927.56	$4,927.56	$230,956.25	$235,883.81
"THE GARDENS OF	31 LOTS	COUNCIL	Catch Basins &					
RYMAL - PHASE 6"	HAMILTON	30 JAN 90	Connections	$0.00	$0.00	$0.00		
BENEMAR		P&D	Curbs & Sidewalks	$0.00	$0.00	$0.00		
CONSTRUCTION INC.		2-90	Finished Roads	$0.00	$9,460.92	$9,460.92		
SIDNEY W. WOODS		SECTION 10	Watermains	$0.00	$9,573.55	$9,573.55		
S.J.BALABAN, O.L.S.			Seeding/Sodding	$0.00	$0.00	$0.00		
S718-86			Fencing	$0.00	$2,674.96	$2,674.96		
M.P. SABELLI, C.E.T.			TOTAL	$0.00	$21,709.43	$21,709.43	$188,390.23	$210,099.66

* City Owned Lands and Oversizing Expenditures are recoverable through the collection of Development Charges
* 0.30 Metre Reserve Expenditures are Fully Recoverable through recoveries from the adjacent land owners under development agreements

1999 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT UTHORIZATIO	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	CITY OWNED LAN & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
				CITY'S SHARE OF EXPENDITURES				
"PARADISE GATE ESTATES - PHASE 2" GINFIL CONSTRUCTION LTD. ODAN/DETECH GROUP INC. J.P. NOUWENS, O.L.S. S716-41 M.P. SABELLI, C.E.T.	18 LOTS HAMILTON	COUNCIL 88 FEB 09 P&D 3-88 ITEM 32	Catch Basins & Connections	$0.00	$0.00	$0.00		
			Curbs & Sidewalks	$0.00	$0.00	$0.00		
			Finished Roads	$0.00	$0.00	$0.00		
			Sewers & Watermains	$0.00	$0.00	$0.00		
			Seeding/Sodding	$0.00	$0.00	$0.00		
			Street Lighting	$0.00	$0.00	$0.00		
			Trees	$0.00	$0.00	$0.00		
			Barricades	$0.00	$0.00	$0.00		
			TOTAL	$0.00	$0.00	$0.00	$139,391.01	$139,391.01
"ANNABELLE PLACE" JAMES ZABORSKY A.J. CLARKE & ASSOCIATES LTD. B.J. CLARKE, O.L.S. S701-62 M.P. SABELLI, C.E.T.	7 LOTS HAMILTON	COUNCIL 98 JUNE 30 P&D 11-98 ITEM 1	Catch Basins & Connections	$3,457.05	$0.00	$3,457.05		
			Curbs & Sidewalks	$12,354.34	$0.00	$12,354.34		
			Finished Roads	$21,680.61	$0.00	$21,680.61		
			Sewers & Watermains	$0.00	$0.00	$0.00		
			Seeding/Sodding	$0.00	$0.00	$0.00		
			Street Lighting	$1,791.00	$0.00	$1,791.00		
			Trees	$0.00	$0.00	$0.00		
			Barricades	$0.00	$0.00	$0.00		
			TOTAL	$39,283.00	$0.00	$39,283.00	$139,391.01	$178,674.01

* City Owned Lands and Oversizing Expenditures are recoverable through the collection of Development Charges
* 0.30 Metre Reserve Expenditures are Fully Recoverable through recoveries from the adjacent land owners under development agreements

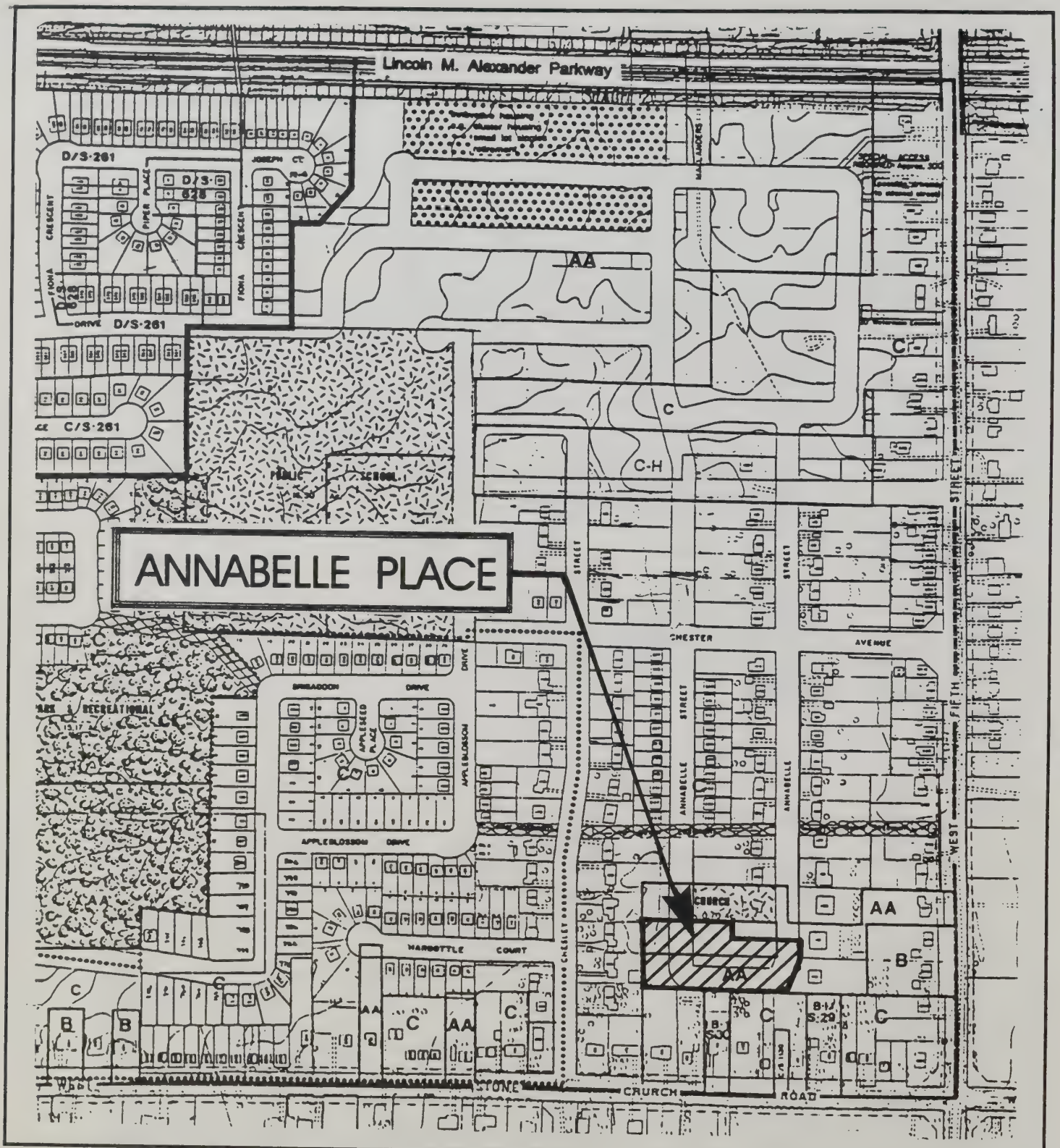
T.E.C.

1999 SUBDIVISION EXPENDITURE SUMMARY

CITY'S SHARE OF EXPENDITURES

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	CITY OWNED LAND & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
*Anchor Road	15 Lots	COUNCIL	Catch Basins &					
Industrial Park	1 Block		Connections	$6,789.90	$0.00	$0.00		
779597 Ontario Ltd.	Hamilton	P&D	Curbs	$7,978.13	$0.00	$0.00		
A. J. Clarke and			Finished Roads	$50,216.97	$0.00	$0.00		
Associates Limited			Sewers & Watermains	$0.00	$0.00	$0.00		
B.J. Clarke, O.L.S.			Seeding/Sodding	$0.00	$0.00	$0.00		
S701-059			Street Lighting	$0.00	$0.00	$0.00		
P. Strong			Trees	$0.00	$0.00	$0.00		
			Barricades	$0.00	$0.00	$0.00		
			TOTAL	$64,985.00	$0.00	$64,985.00	$471,470.00	$539,455.00
Sandrina Gardens		COUNCIL	Catch Basins &					
Phase 4	2 Blocks		Connections	$0.00	$0.00	$0.00		
DiCenzo Construction	Hamilton	P&D	Curbs	$0.00	$0.00	$0.00		
Company Limited			Finished Roads	$0.00	$13,176.48	$0.00		
Planning & Eng. Initiatives			Sewers & Watermains	$0.00	$0.00	$0.00		
D. McLaren, O.L.S.			Seeding/Sodding	$0.00	$0.00	$0.00		
S719-086			Street Lighting	$0.00	$0.00	$0.00		
P. Strong			Trees	$0.00	$0.00	$0.00		
			Fencing	$0.00	$7,117.63	$0.00		
			TOTAL	$0.00	$20,294.11	$20,294.11	$197,806.90	$218,101.01

* City Owned Lands and Oversizing Expenditures are recoverable through the collection of Development Charges
* 0.30 Metre Reserve Expenditures are Fully Recoverable through recoveries from the adjacent land owners under development agreements



LEGEND

Subject Lands

KEY PLAN
"ANNABELLE PLACE"

NORTH

NOT TO SCALE

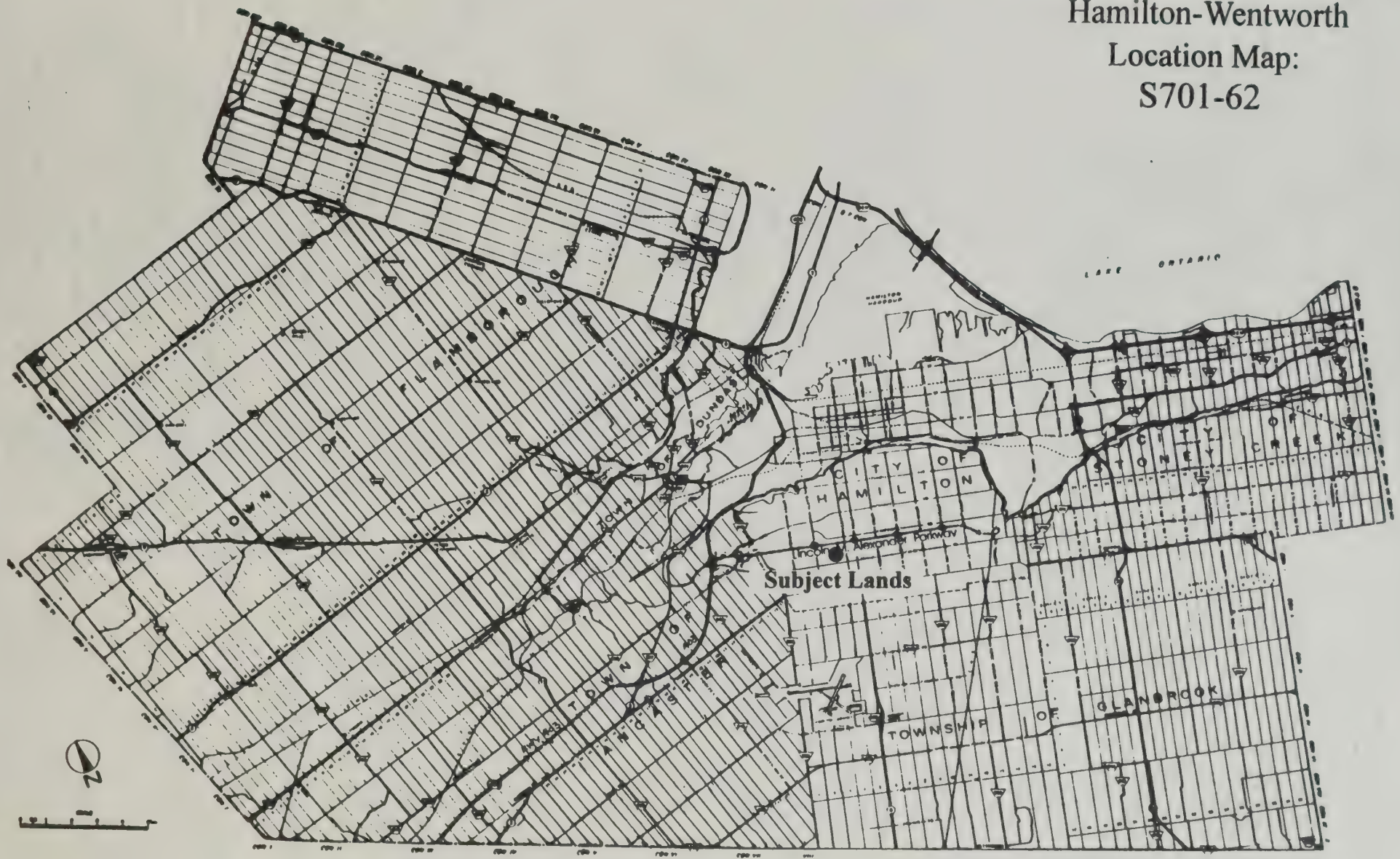
NEIGHBOURHOOD
GOURLEY - Approved Plan

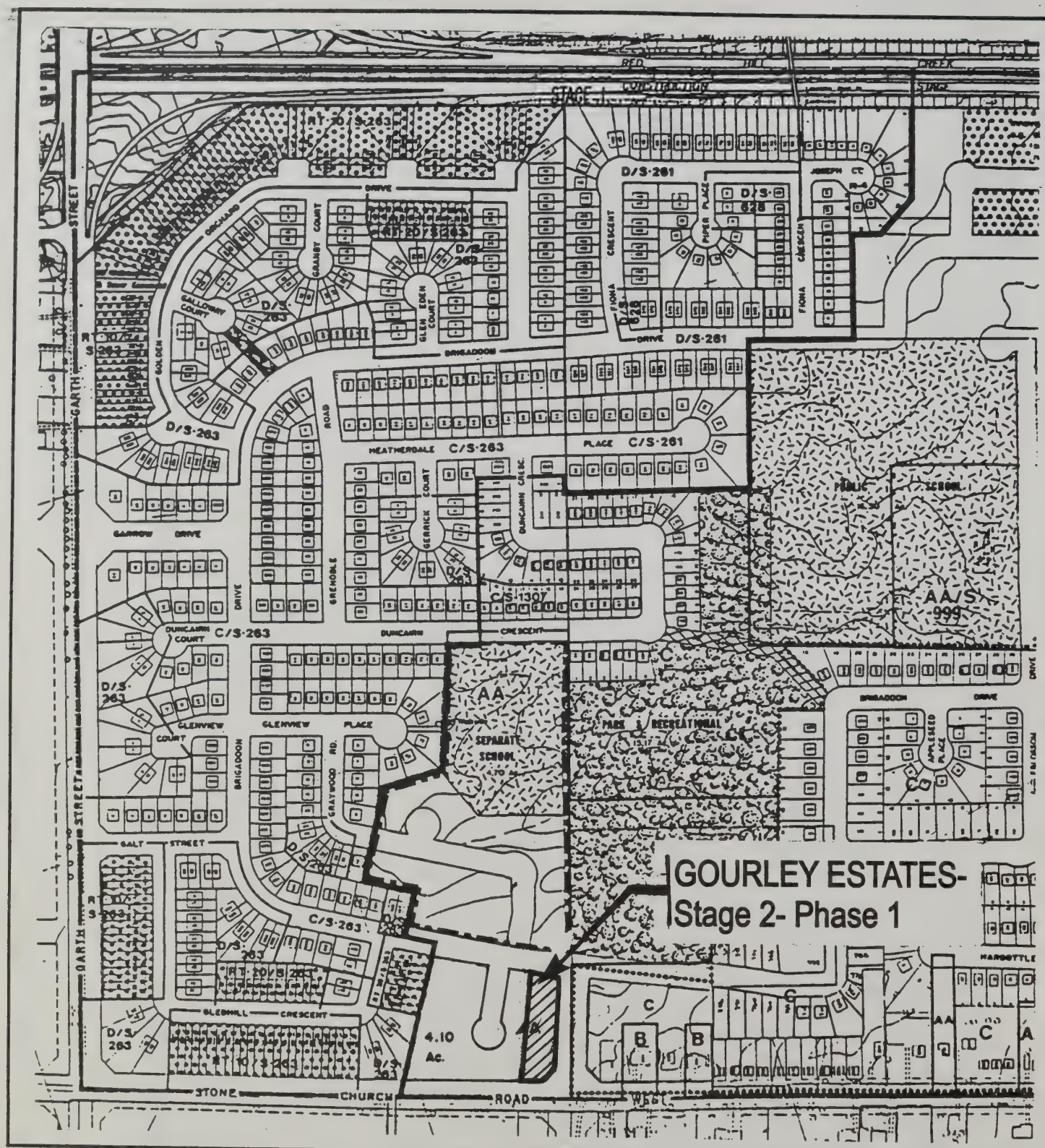
DATE
March 23, 1999

FILENo.
S701-62

Regional Municipality of Hamilton-Wentworth
Community Planning & Development Division

The Regional Municipality Of
Hamilton-Wentworth
Location Map:
S701-62





LEGEND

Subject Lands

KEY PLAN
"GOURLEY ESTATES STAGE 2- Phase 1"

NORTH

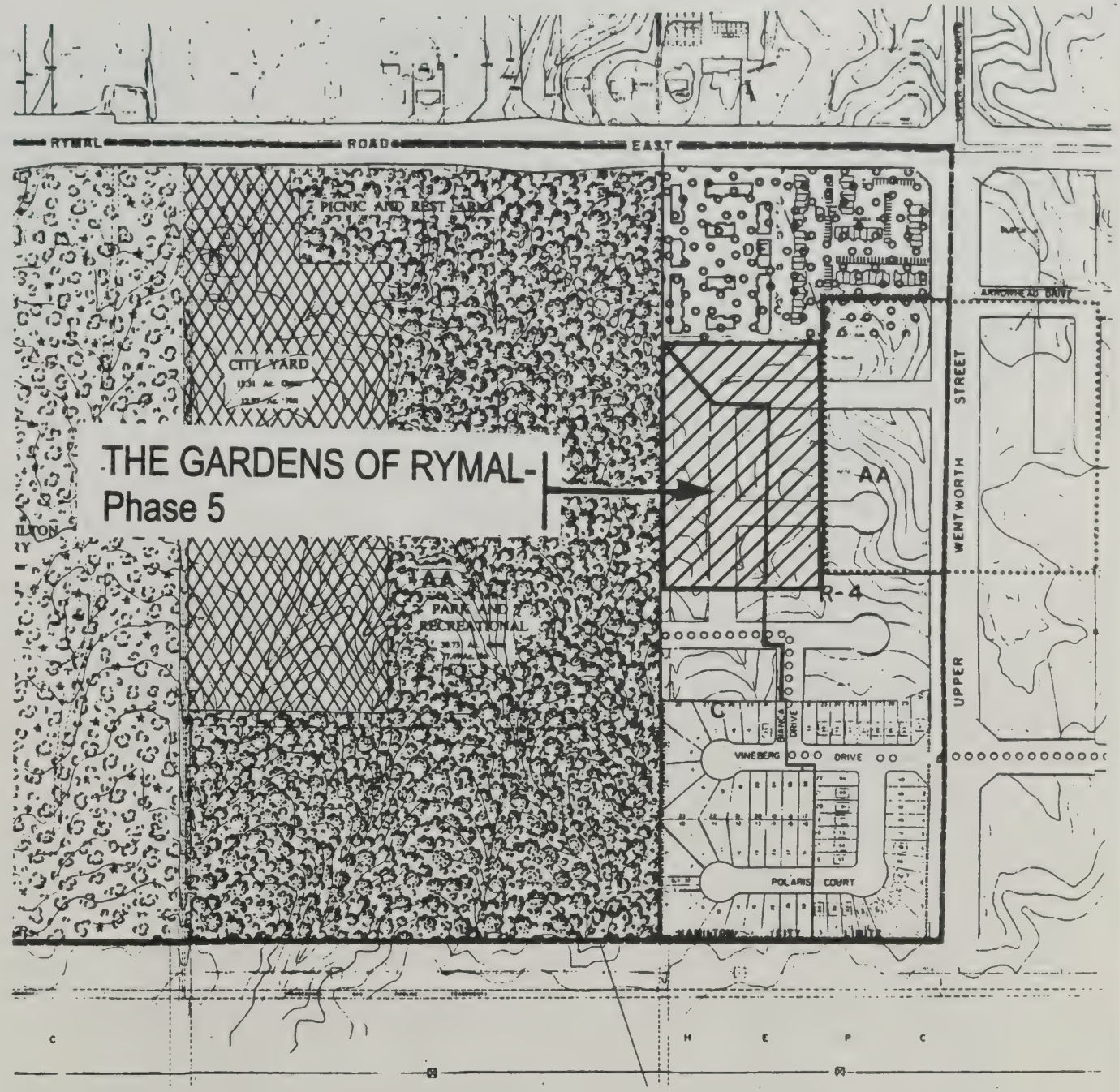
NOT TO SCALE

NEIGHBOURHOOD
GOURLEY - Approved Plan

DATE
March 9, 1999

FILE No.
S707-89

Regional Municipality of Hamilton-Wentworth
Community Planning & Development Division



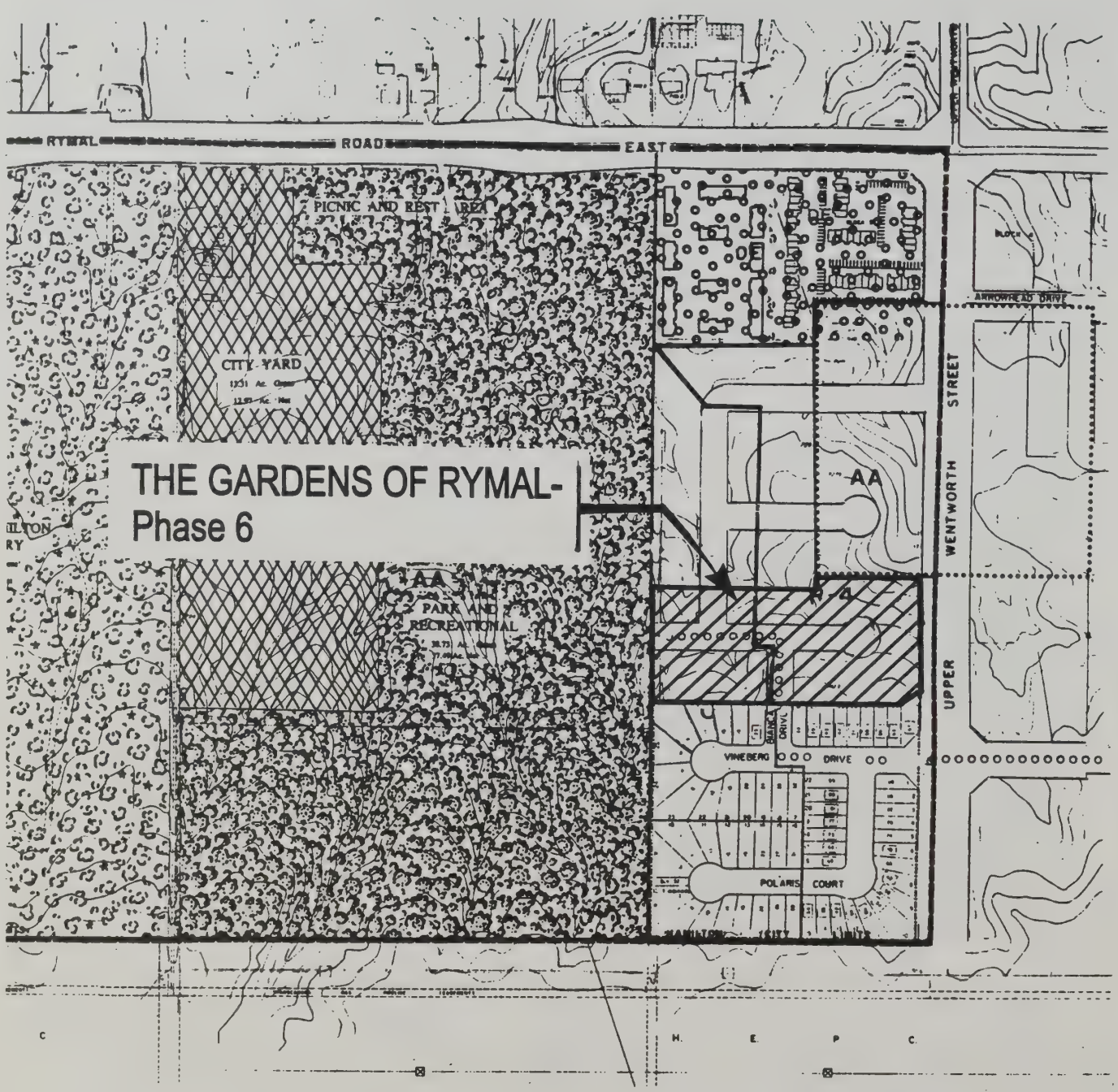
LEGEND

Subject Lands

KEY PLAN
"THE GARDENS OF RYMAL - Phase 5"

NORTH NOT TO SCALE	NEIGHBOURHOOD CHAPPEL WEST - Approved Plan	
	DATE March 9, 1999	FILE No. S718-86

Regional Municipality of Hamilton-Wentworth
Community Planning & Development Division



LEGEND

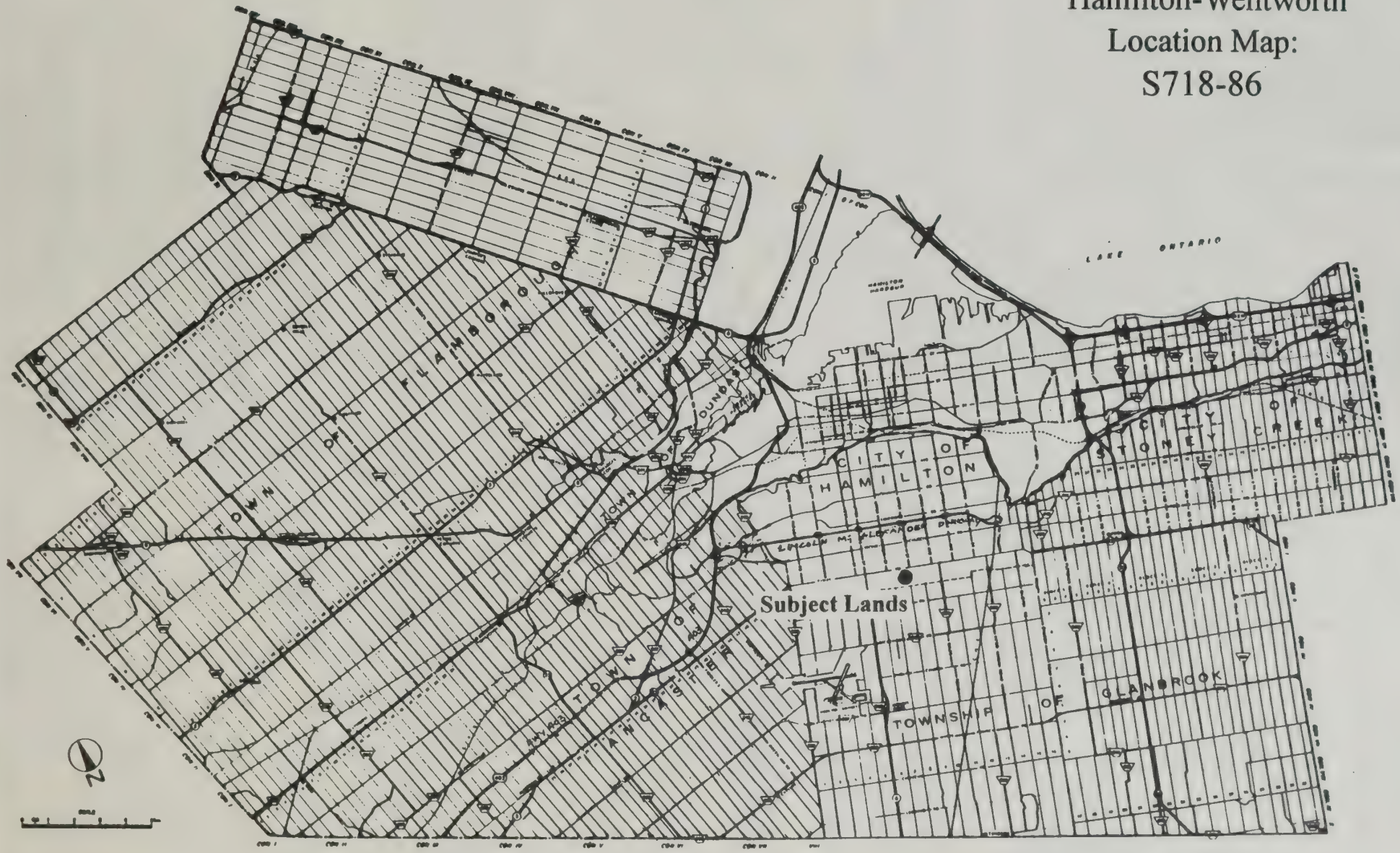
Subject Lands

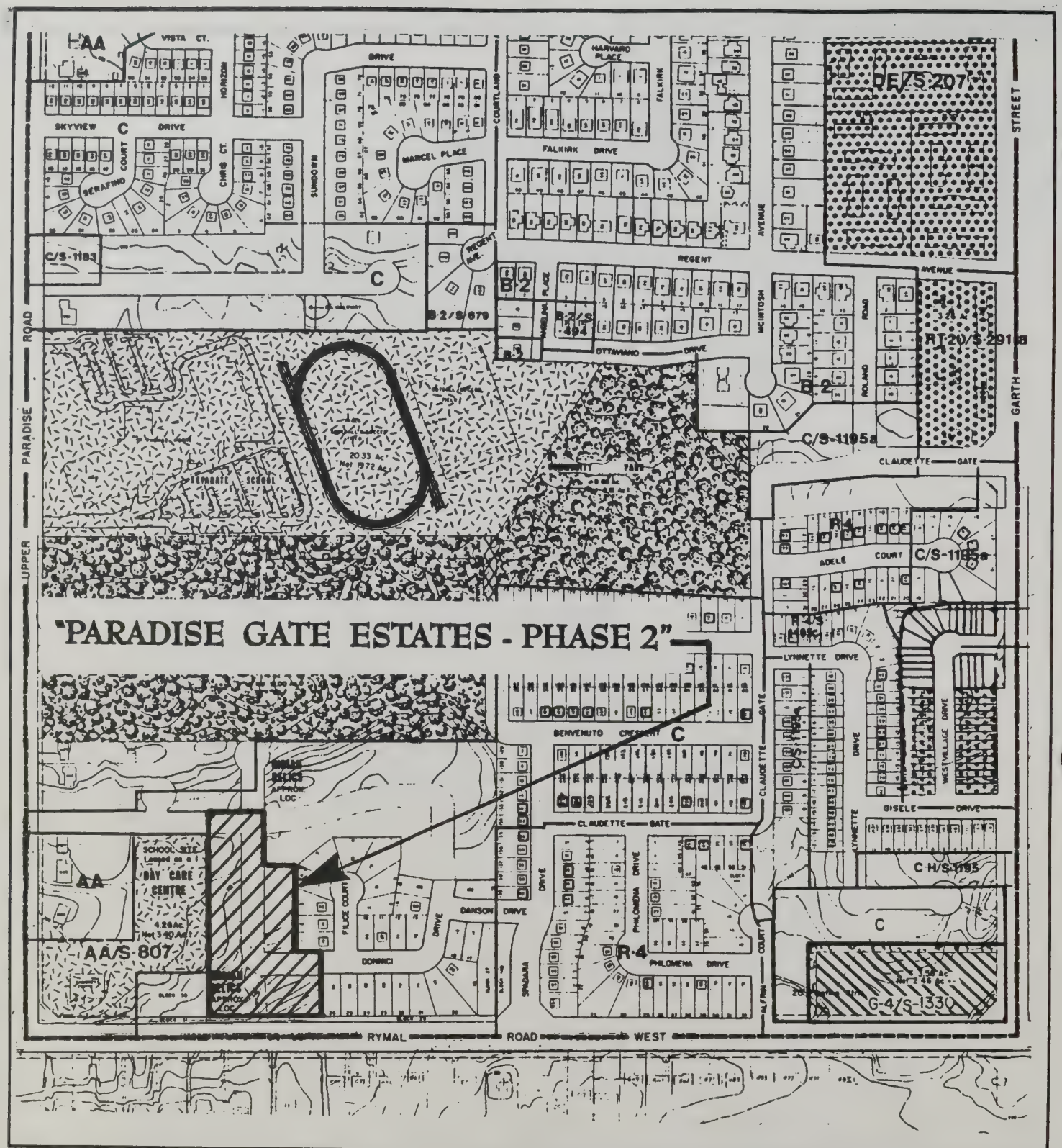
KEY PLAN
"THE GARDENS OF RYMAL - Phase 6"

NORTH	NEIGHBOURHOOD	
NOT TO SCALE	CHAPPEL WEST - Approved Plan	
	DATE: March 9, 1999	FILE No.: S718-86

Regional Municipality of Hamilton-Wentworth
Community Planning & Development Division

The Regional Municipality Of
Hamilton-Wentworth
Location Map:
S718-86





LEGEND

Subject Lands

KEY PLAN
"PARADISE GATE ESTATES- PHASE 2"

NORTH	NEIGHBOURHOOD	
NOT TO SCALE	FALKIRK EAST - Approved Plan	
	DATE March 17, 1999	FILE No. S716-41

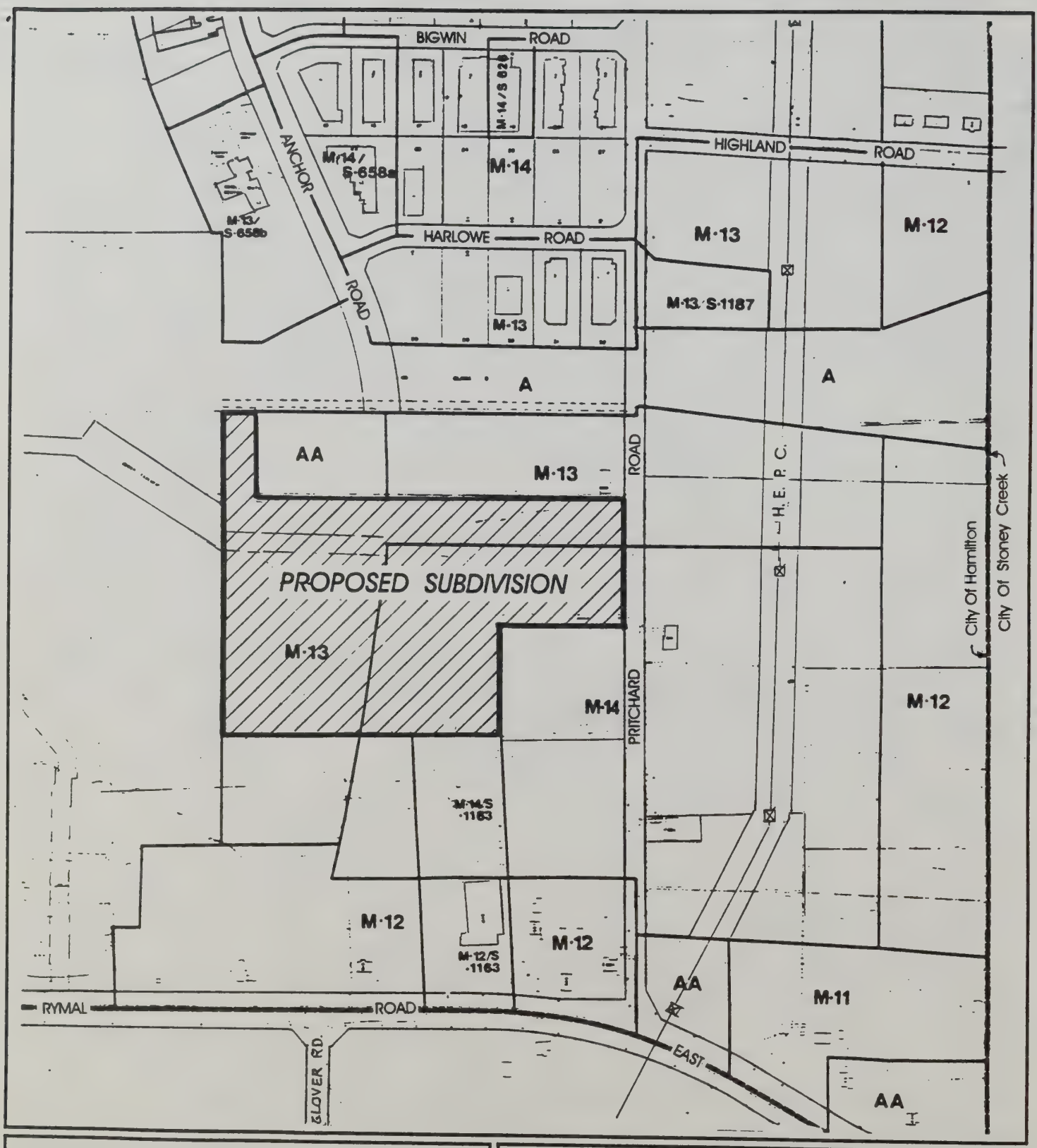
Regional Municipality of Hamilton-Wentworth
Community Planning & Development Division

The Regional Municipality Of Hamilton - Wentworth

Location Map

S716-41





LEGEND

Proposed Subdivision

KEY PLAN
"Anchor Road Industrial Park- Phase 1" Hamilton

NORTH

NOT TO SCALE

NEIGHBOURHOOD
HANNON NORTH - Zoning

DATE
January 5, 1999

FILE No.
S701-59

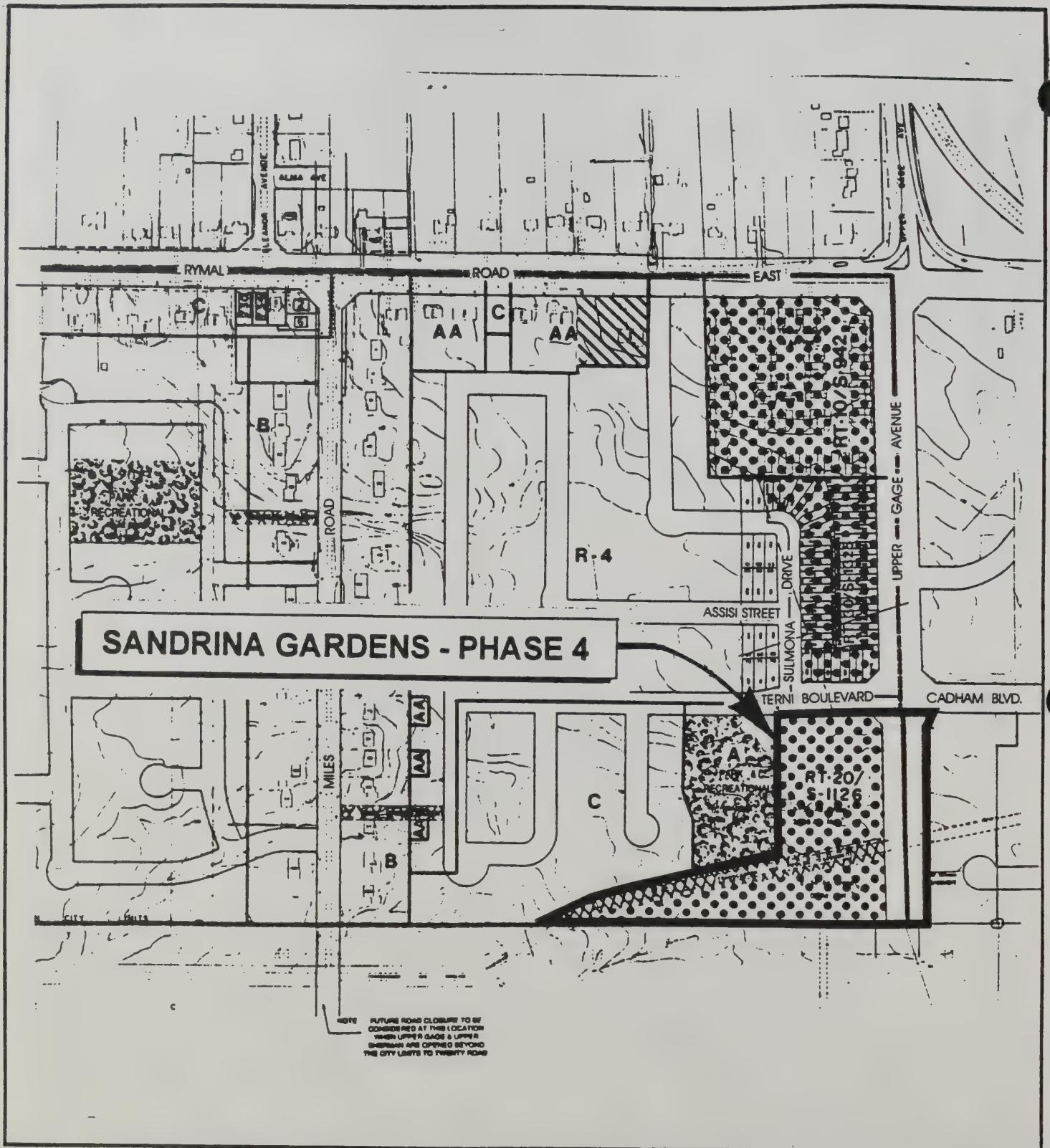
Regional Municipality of Hamilton-Wentworth
Environment Department, Development Division

The Regional Municipality Of Hamilton - Wentworth

Location Map

S701-59





LEGEND

Subject Lands

KEY PLAN
SANDRINA GARDENS - PHASE 4
City Of Hamilton

NORTH	NEIGHBOURHOOD	
NOT TO SCALE	BROUGHTON WEST - Approved Plan	
	DATE March 4, 1999	FILE No. S719-86

Regional Municipality of Hamilton-Wentworth
Community Planning & Development Division

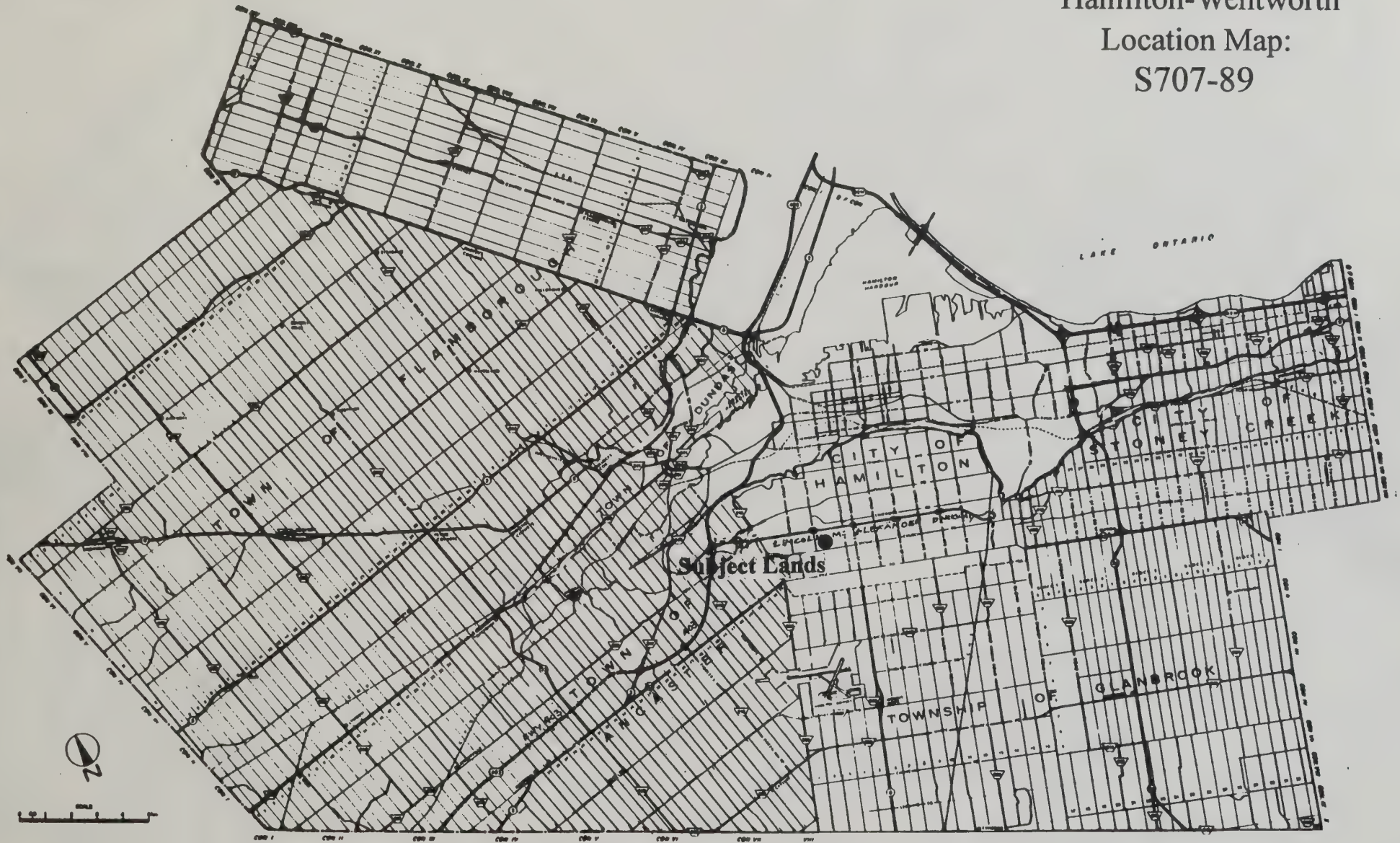
The Regional Municipality Of Hamilton - Wentworth

Location Map

S719-86



The Regional Municipality Of
Hamilton-Wentworth
Location Map:
S707-89



D(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1999 March 29
File No.: S600-07, E220-1803, S705-36, E220-0209 - G. McGuire

REPORT TO: Carolyn A. Biggs, Acting Secretary
Transport and Environment Committee

FROM: A.F. Leitch, P. Eng, General Manager
Transportation, Operations and Environment

SUBJECT: To incorporate certain City land into various streets by By-Laws (R-99-005)

RECOMMENDATION:

a) That the following City land be incorporated into the following streets:

Benjamin Drive	Parts 24, 27, 28, 29	62R-11691
Donn Avenue	Part 15	62R-8380
Elmore Drive	Block 9	62M-332
	Parts 3, 5	62R-14109
	Parts 1, 3	LT494229
Royalvista Drive	Block 66	62M-556
	Part 9	62R-14109
Theodore Drive	Parts 21, 23, 30	62R-11691

b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the Corporate Counsel and be enacted by Council.

c) That the General Manager of Transportation, Operations & Environment be authorized and directed to register the by-laws.

A.F. Leitch, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

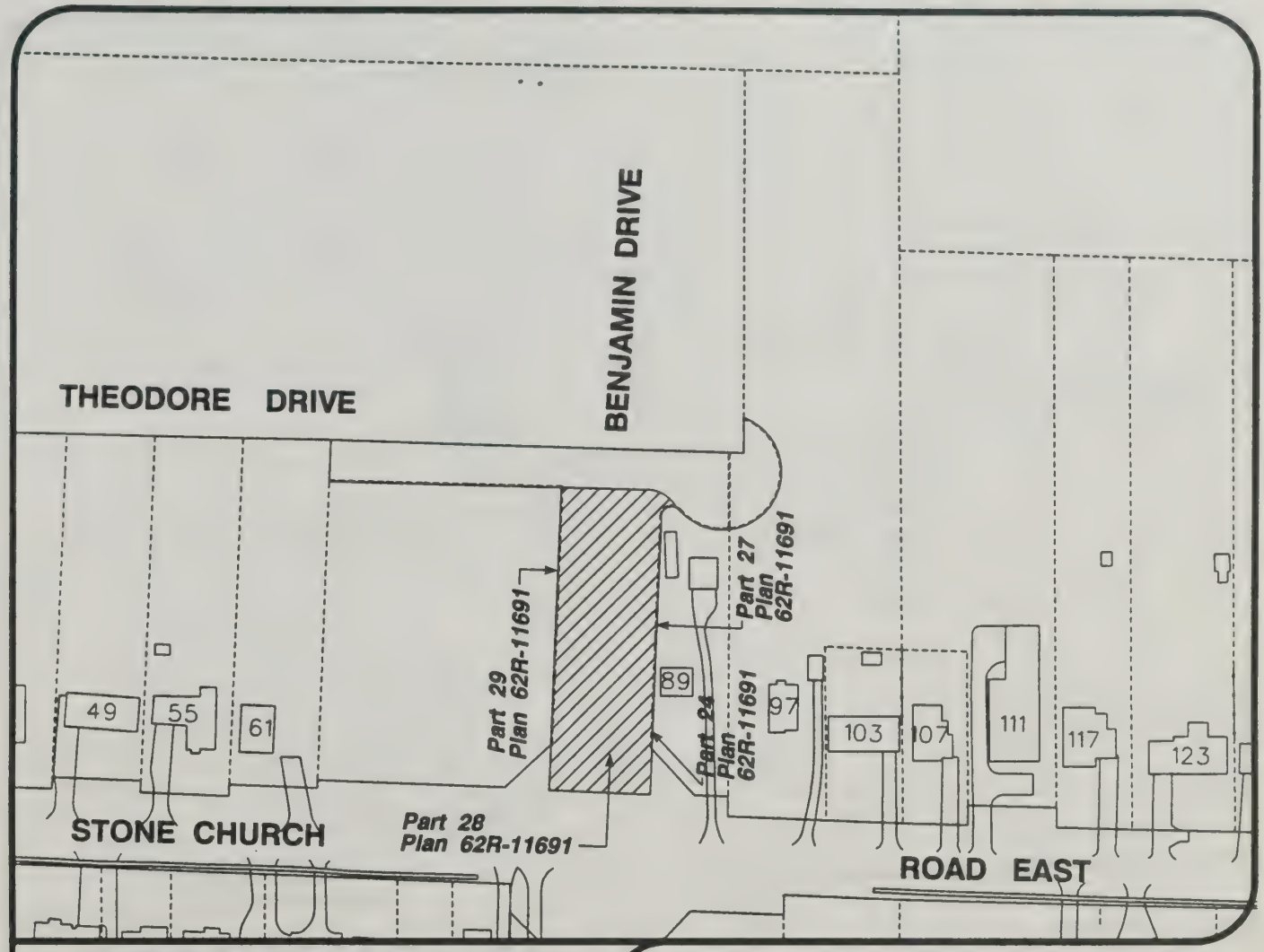
To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below.

Incorporating into Street Name	Land Description being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Benjamin Drive	Parts 24,27,28&29, on Plan 62R-11691	N/A	To complete final street widths	S600-07
Donn Avenue	Part 15, on Plan 62R-8380	N/A	To complete final street widths	E220-1803
Elmore Drive	Block 9, on Plan 62M-332, Parts 3 & 5 on Plan 62R-14109, and Parts 1 & 3, on LT494229	N/A	To complete final street widths	S705-36
Royalvista Drive	Block 66, on Plan 62M-556, and Part 9, on Plan 62R-14109	N/A	To complete final street widths	S705-36
Theodore Drive	Parts 21, 23 & 30, on Plan 62R-11691	N/A	To complete final street widths	S600-07

GM

cb:GM
encls.

cc/H. Groen, Transportation Division
cc/F. Angelici, Planning Division
cc/K. Nutley, Real Estate Division



LOCATION PLAN

FOR PROPOSED INCORPORATION OF CITY LAND

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
REGIONAL TRANSPORTATION DEPARTMENT

LEGEND

AREA OF PROPOSED INCORPORATION OF CITY LAND

NORTH	SCALE	REFERENCE FILE NO.
	Not to Scale	0000
	DATE	
	March 30, 1999	

NORTH

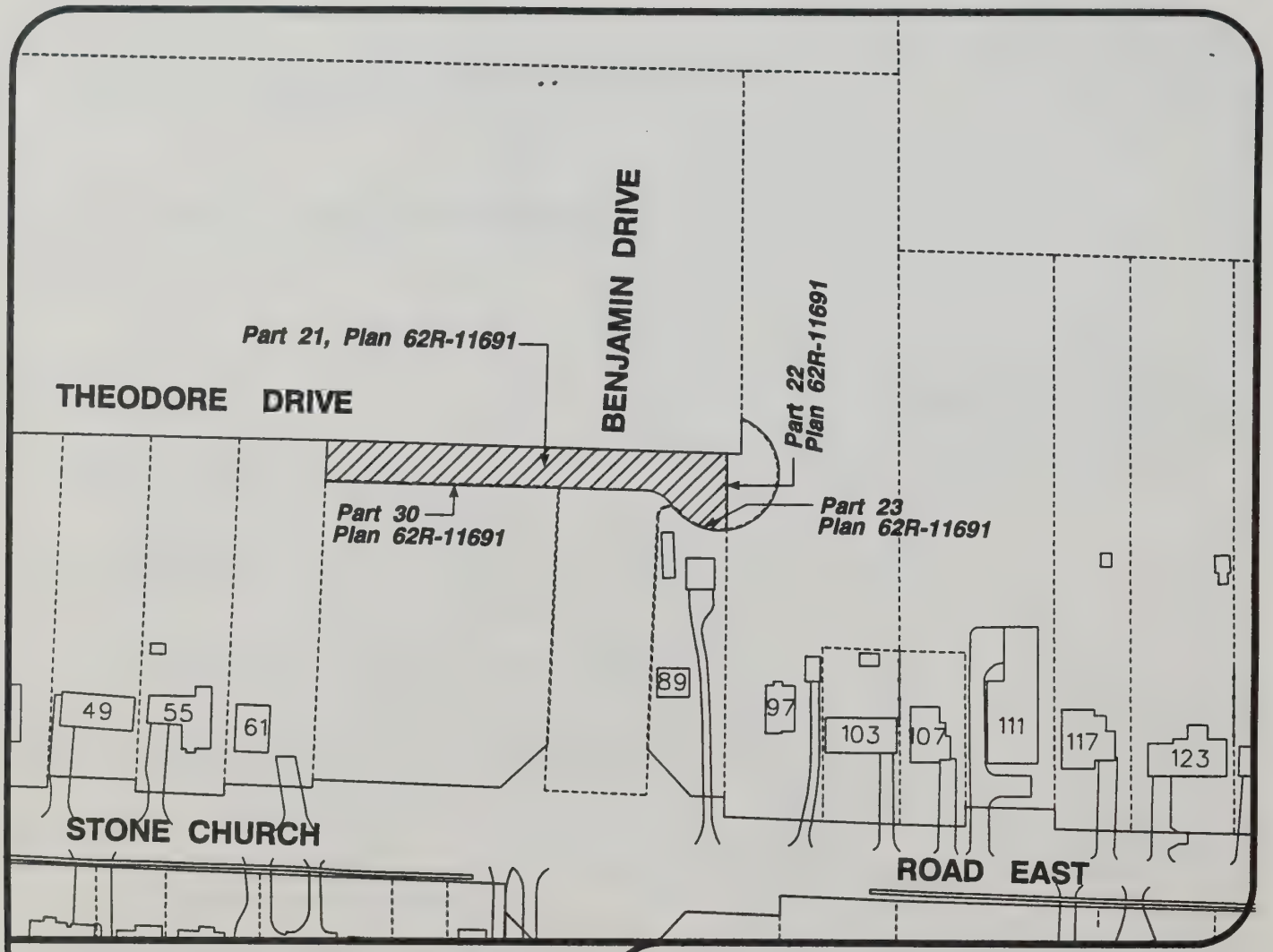
KEY MAP

NOT TO SCALE



FORM RP-98-1

...\incorporations\benjamin.dgn Apr. 01, 1999 16:27:47



LOCATION PLAN

FOR PROPOSED INCORPORATION OF CITY LAND

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
REGIONAL TRANSPORTATION DEPARTMENT

LEGEND

AREA OF PROPOSED INCORPORATION OF CITY LAND

NORTH	SCALE	REFERENCE FILE NO.
	Not to Scale	0000
	DATE	
	March 30, 1999	

NORTH

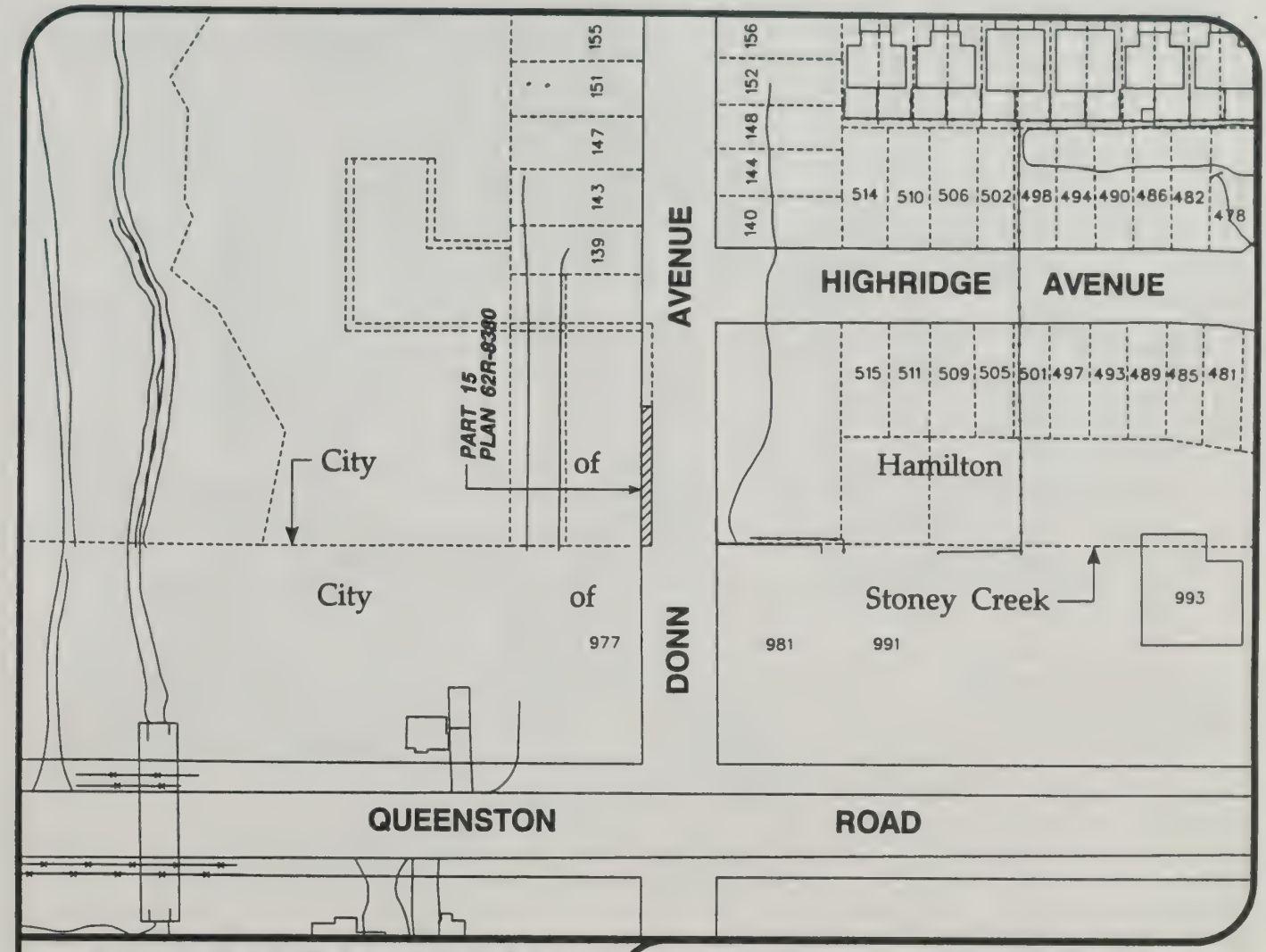
KEY MAP

NOT TO SCALE



FORM RP-98-1

..\incorporations\theodore.dgn Apr. 01, 1999 16:29:53



LOCATION PLAN

FOR PROPOSED INCORPORATION OF CITY LAND

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
REGIONAL TRANSPORTATION DEPARTMENT

LEGEND

AREA OF PROPOSED INCORPORATION OF CITY LAND

NORTH	SCALE	REFERENCE FILE NO.
	Not to Scale	0000
	DATE	
	March 30, 1999	

KEY MAP

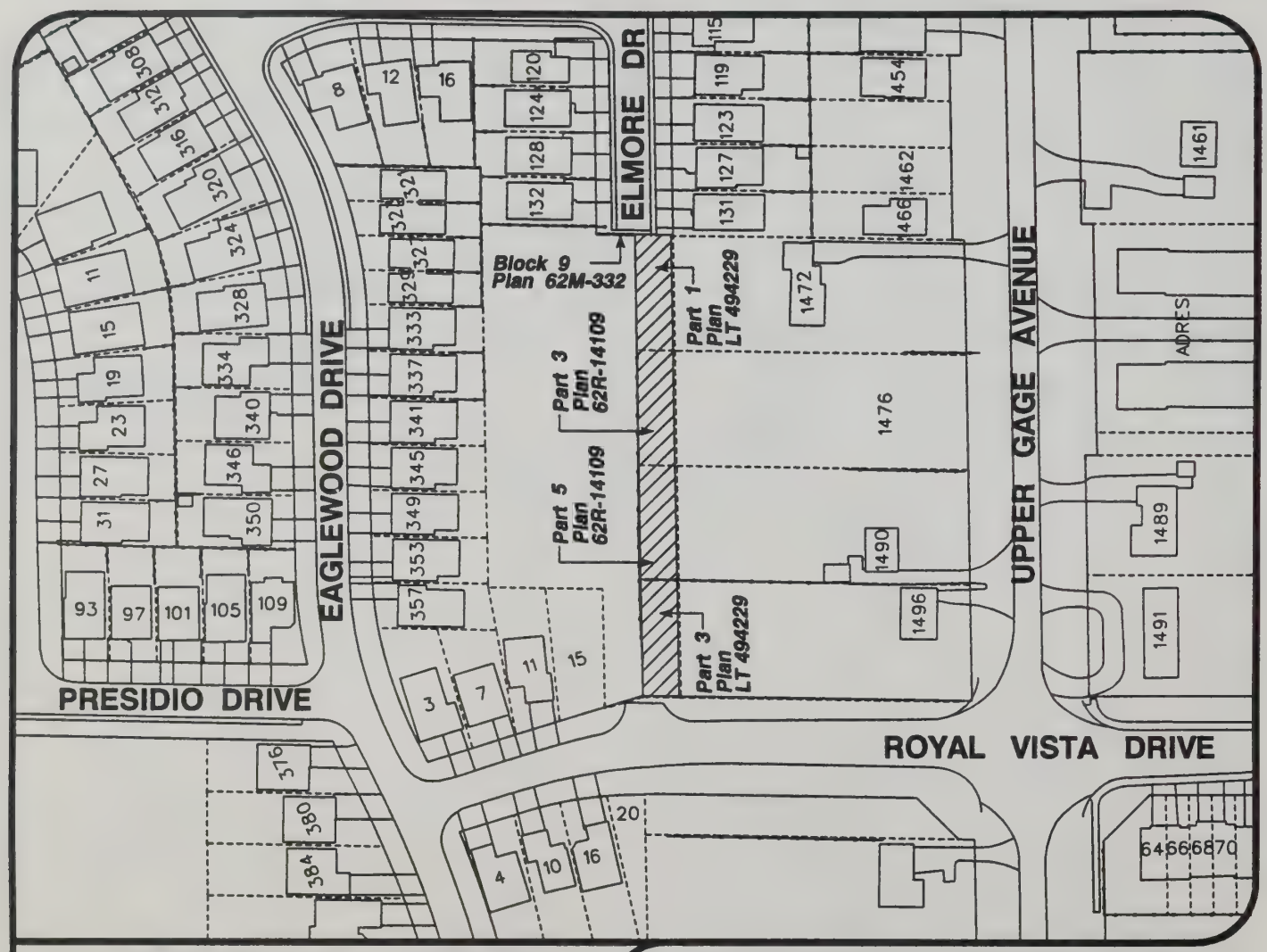
NORTH

NOT TO SCALE



FORM RP-98-1

..\incorporations\queenston.dgn Apr. 01, 1999 16:06:19



LOCATION PLAN

FOR PROPOSED INCORPORATION OF CITY LAND

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
REGIONAL TRANSPORTATION DEPARTMENT

LEGEND

AREA OF PROPOSED INCORPORTATION OF CITY LAND

NORTH	SCALE	REFERENCE FILE NO.
	Not to Scale	0000
	DATE	
	March 30, 1999	

KEY MAP

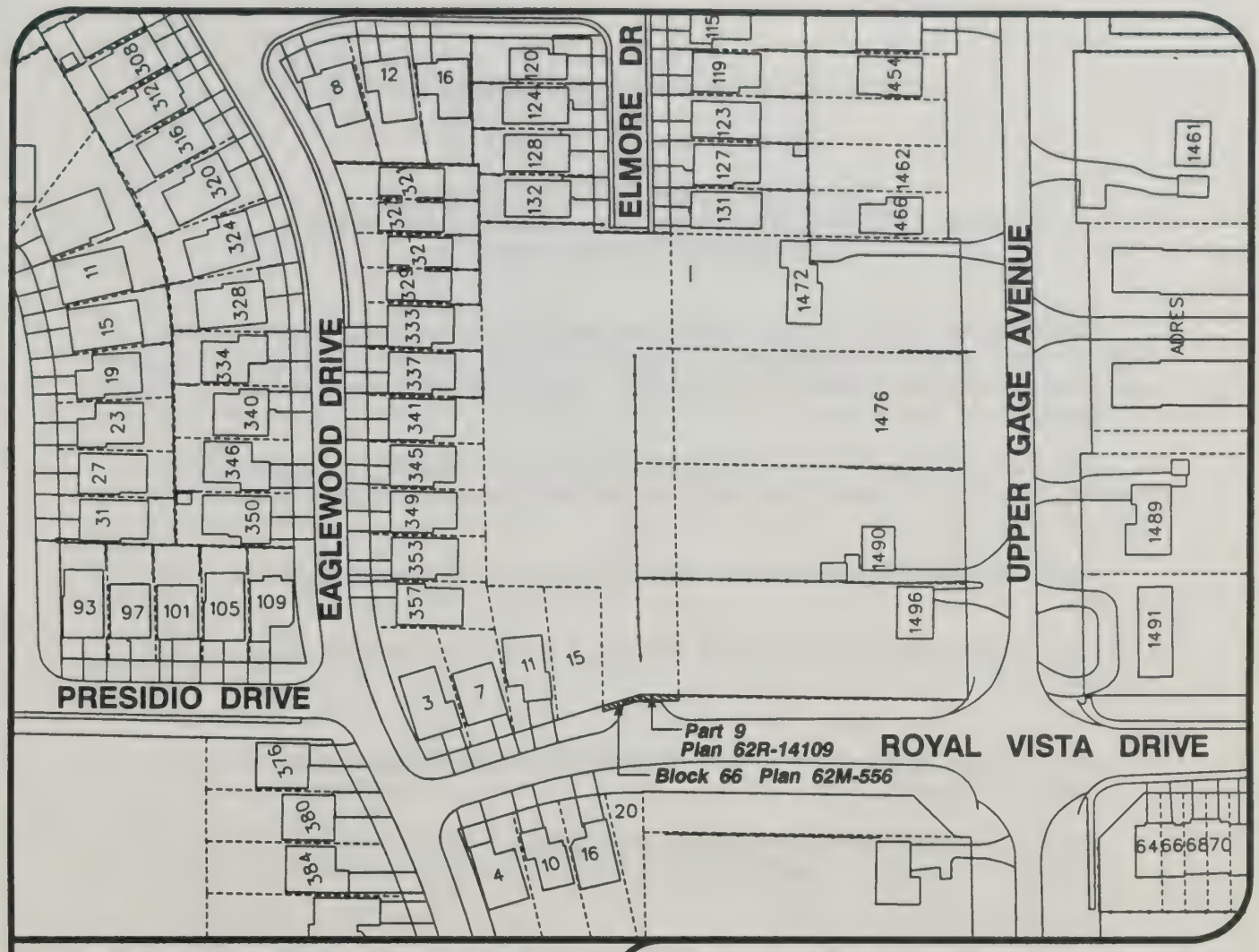
NORTH

NOT TO SCALE



FORM RP-98-1

..\incorporations\elmore.dgn Apr. 01, 1999 16:24:38



LOCATION PLAN

FOR PROPOSED INCORPORATION OF CITY LAND

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
REGIONAL TRANSPORTATION DEPARTMENT

LEGEND

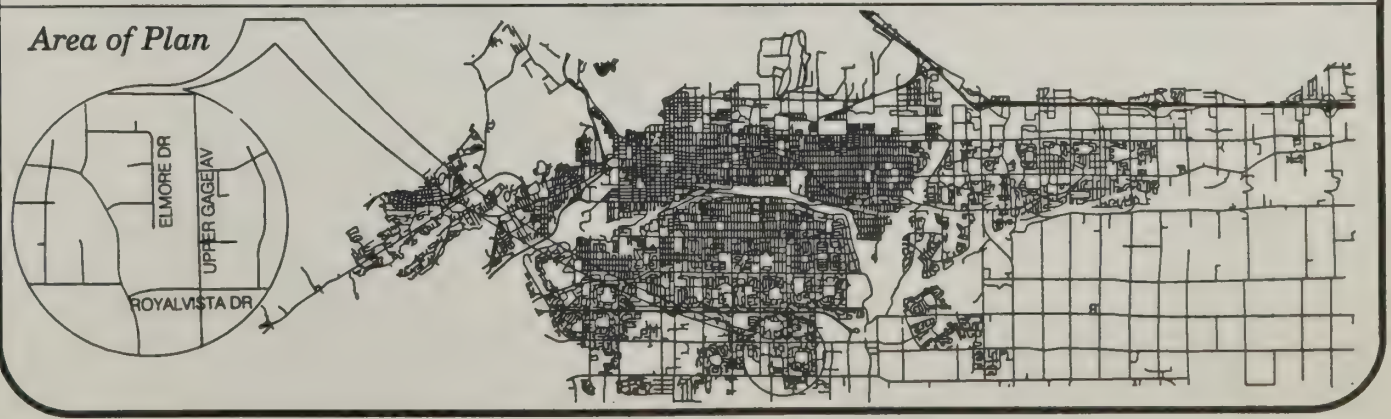
AREA OF PROPOSED INCORPORATION OF CITY LAND

NORTH	SCALE	REFERENCE FILE NO.
	Not to Scale	0000
	DATE	
	March 30, 1999	

NORTH

KEY MAP

NOT TO SCALE



FORM RP-98-1

...\incorporations\royal vista.dgn Apr. 01, 1999 16:21:40

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 99-

TO INCORPORATE CITY LAND DESIGNATED AS PARTS 24, 27, 28 & 29, ON PLAN 62R-11691 INTO BENJAMIN DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Benjamin Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the following land is hereby established and laid out as a public highway to form part of Benjamin Drive.

   Part of Lot 14, Concession 7, in the geographic township of Barton, designated as Parts 24, 27, 28 & 29, on Plan 62R-11691.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. That the Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this 27th day of April A.D. 1999

Municipal Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 99-

TO INCORPORATE CITY LAND DESIGNATED AS PART 15, ON PLAN 62R-8380 INTO DONN AVENUE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Donn Avenue within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the following land is hereby established and laid out as a public highway to form part of Donn Avenue.

   Part of Lot 24, Concession 2, in the geographic township of Saltfleet, designated as Part 15, on Plan 62R-8380.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. That the Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this 27th day of April A.D. 1999

Municipal Clerk

Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 99-

TO INCORPORATE CITY LAND DESIGNATED AS BLOCK 9, ON PLAN 62M-332, PARTS 3 & 5, ON PLAN 62R-14109, AND PARTS 1 & 3, ON PLAN LT494229 INTO ELMORE DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Elmore Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the following land is hereby established and laid out as a public highway to form part of Elmore Drive.

   All of Block 9, Plan 62M-332, and part of Lot 7, Concession 8, in the geographic township of Barton, designated as Parts 3 & 5, on Plan 62R-14109, and Parts 1 & 3, on Plan LT494229.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. That the Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this 27th day of April A.D. 1999

Municipal Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 99-

TO INCORPORATE CITY LAND DESIGNATED AS PARTS 21, 23 & 30, ON PLAN 62R-11691 INTO THEODORE DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Theodore Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the following land is hereby established and laid out as a public highway to form part of Theodore Drive.

   Part of Lot 14, Concession 7, in the geographic township of Barton, designated as Parts 21, 23 & 30, on Plan 62R-11691.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. That the Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this 27th day of April A.D. 1999

Municipal Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 99-

TO INCORPORATE CITY LAND DESIGNATED AS BLOCK 66, ON PLAN 62M-556 AND PART 9, ON PLAN 62R-14109 INTO ROYALVISTA DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Royalvista Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the following land is hereby established and laid out as a public highway to form part of Royalvista Drive.

   All of Block 66, on Plan 62M-556, and part of Lot 7, Concession 8, in the geographic township of Barton, designated as Part 9, on Plan 62R-14109.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. That the Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this 27th day of April A.D. 1999

Municipal Clerk Mayor




ACCO USA
WHEELING, ILLINOIS 60090
25971
0 50505 25971
BLACK/NOIR/NEGRO
MADE IN USA

HAMILTON PUBLIC LIBRARY
3 2022 21334504 0